SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

TIME TABLE

105

FOR THE

SACRAMENTO DIVISION

To Take Effect Sunday, October 1, 1916, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

The Company reserves the right to vary from this time table at pleasure.

W. R. SCOTT,
Vice-President and General Manager.

J. H. DYER,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

FROM SAN FRANCISCO

Time Table No. 105

October 1, 1916

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS						SECOND CLASS	FIRST CLASS											Distance from San Francisco	STATIONS
	288 Stockton Freight	254 Ogden Manifest	256 Sunset Manifest	308 Way Freight	222 Portland Fast Freight	306 Way Freight	548 Chico and Willows MOTOR	6 Atlantic Express	48 El Dorado	2 Overland Limited	10 San Francisco Limited	34 Colfax Passenger	14 Portland Express	20 Pacific Limited	24 Tonopah Express	22 The Statesman	210 The Newsboy	16 Oregon Express		
	Leave Daily	Leave Daily	Leave Daily	Lv. Monday Wednesday and Friday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Term Yard WFTYOP					6.40AM		7.00AM	10.45PM	8.20PM	7.15PM	5.25PM	4.15PM	3.45PM	1.45PM	12.50PM	10.45AM	7.25AM	12.25AM	88.8	DNR **SACRAMENTO**
Yard IY P	10.05AM	9.30AM	9.00AM		6.55		f7.10	10.57	8.30	7.25	5.35	f4.25	3.55	1.55	1.00	f10.55	f 7.35	12.35	91.8	3.0 **ELVAS**
88 P							f7.16	11.02	8.36	7.30	5.40	f4.30	4.00	2.00	1.05	f11.00	f 7.40	12.40	94.9	3.1 BENALI
10 Spur P							f					f				f	f		99.4	4.5 WALERGA
60 P	**11.10AM**				7.28		f7.28	11.14	8.47	7.40	5.50	f4.40	4.10	2.10	1.15	f**11.10**	f 7.50	12.50	102.8	3.4 ANTELOPE
Term Yard TWFPYO	12.05PM	10.15AM 12.30PM	10.00AM		7.45AM	4.00AM	s7.37AM	s11.28	s8.55PM	7.52	s 6.00	s4.50	s4.18PM	s2.25	s 1.26	s11.18AM	s 7.58	s12.58AM	106.6	3.8 DN **ROSEVILLE**
Yard P						4.15		s11.38		8.02	6.08	s4.57		2.35	s 1.35		s 8.08		110.6	4.1 ROCKLIN
73						See Page 3.		f11.50PM		8.12	6.19	See page 3.		2.46	See page 3.		See page 3.		115.2	4.6 LINCOLN AV., PENRYN
87 W P						7.20		s12.05AM		8.21	s 6.30	s5.25		2.57	s 2.09		s 8.40		120.2	5.0 DN NEWCASTLE
86 W						7.50		f12.20		8.30	s 6.41	s5.40		3.08	s 2.23		s 8.50		124.2	4.0 AUBURN, NEVADA ST.
76						8.20		12.35		8.39	6.51	f5.50		3.19	f 2.34		f 9.01		129.1	4.9 DN BOWMAN
No Siding						8.50		12.45		8.44	6.56	f5.58		3.25	f 2.41		f 9.10		131.4	2.3 CLIPPER GAP
83 W						9.05		12.53		8.51	7.03	f6.04		3.32	f 2.49		f 9.20		134.3	2.9 APPLEGATE
82						**9.30**		1.02		8.57	7.10	f6.10		3.41	f 2.58		f **9.30**		137.3	3.0 N. E. MILLS
No Siding						9.50		1.07		9.01	7.15	f6.15		3.46	3.03		f 9.35		139.0	1.7 LANDER
Yard PYW		**3.20**		7.00AM		10.00AM		s 1.20		s9.12	s 7.30	s6.25PM		s3.56	s **3.20**		s 9.45AM		141.7 142.4	2.7 DNR **COLFAX**
50				7.20				1.35		9.24	7.45			4.08	f 3.38				146.9	4.5 CAPE HORN
No Siding															f				149.6	2.7 MAGRA
80 WFY		**4.26**		8.15				s 2.10		9.41	8.05			**4.26**	f 4.05				153.2	3.6 DN GOLD RUN
6 Spur				8.40				f 2.20		9.46	f 8.12			4.32	f 4.14				155.2	2.0 DUTCH FLAT
4 Spur															f				157.1	1.9 ALTA
5 Spur W				9.00				2.30		9.54	8.20			4.42	f 4.24				157.8	0.7 D TOWLE
5 Spur				9.15				2.40		10.00	8.26			4.50	f 4.31				159.7	1.9 GORGE
														4.55 s5.00	4.35 s 4.40				160.7	1.0 AMERICAN
80				9.30				2.50		10.06	8.33			5.06	f 4.45				161.8	1.1 MIDAS
10 Spur W				9.50				3.02		10.12	8.40			5.15	f 4.52				164.1	2.3 **FOREBAY**
60 PTW		6.15PM		10.10AM				s **3.20**AM		s10.20PM	s 8.50PM			s5.25PM	s 5.00PM				166.6	2.5 DN **BLUE CANON**
	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Monday Wednesday and Friday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(77.8)
Time over District	(2.00)	(8.45)	(1.00)	(3.10)	(1.05)	(6.00)	(0.37)	(4.35)	(0.35)	(3.05)	(3.25)	(2.10)	(0.33)	(3.40)	(4.10)	(0.33)	(2.20)	(0.33)		
Average speed per hour	7.40	11.51	14.80	7.64	16.43	7.81	28.87	16.98	30.51	25.23	22.77	24.73	32.36	21.71	19.05	32.36	22.97	32.36		

Automatic Block

Double Track (No. 2)

141.7
110.6
31.3

Track No. 4 between Rocklin and Loomis will be used exclusively by Nos. 210, 24, 34 and 306; other trains only when authorized by train order.

ADDITIONAL STOPS ON SIGNAL

- No. 210, Haggin.
- Nos. 6, 10 and 20 stations west of Colfax to receive passengers for points Ogden and east.
- No. 2 stations west of Colfax to receive passengers for points Cheyenne and east.
- No. 24 stations between Sacramento and Roseville to discharge passengers from points west of Sacramento.
- No. 14 Benali, Walerga and Antelope for passengers north of Roseville.

Eastward

FROM SAN FRANCISCO

Time Table No. 105

October 1, 1916

TOWARD SAN FRANCISCO

Westward.

306	34	24	210			FIRST CLASS										SECOND CLASS	THIRD CLASS					
Way Freight	Colfax Passenger	Tonopah Express	The Newsboy		Distance from Blue Canon	13 San Francisco Express	23 Tonopah Express	19 Pacific Limited	1 Overland Limited	47 El Dorado	33 Sacramento Passenger	9 Fast Mail	21 The Statesman	5 San Francisco Limited	209 Mountain Express	547 Sacramento **MOTOR**	257 Sunset Manifest	253 Ogden Manifest	305 Way Freight	307 Way Freight	221 Portland Fast Freight	Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Ar. Tuesday, Thursday, and Saturday	Arrive Daily	
				DNR **SACRAMENTO** 3.0	77.8	s 3.15AM	s 4.10AM	s 5.50AM	s 6.40AM	s 8.05AM	s 9.25AM	s 11.00AM	s 3.00PM	s 3.40PM	s 6.15PM	s 6.25PM					7.00PM	Term. Yard WFTYOP
				ELVAS 3.1	74.8	3.05	4.00	5.40	6.30	7.55	f 9.15	10.50	f 2.50	3.30	f 6.05	6.15	1.00AM	8.35AM			6.45	IY Yard
				BENALI 4.5	71.7	2.57	3.53	5.34	6.22	7.50	f 9.07	10.45	f 2.41	3.24	f 5.58	6.08						P 89
				WALERGA 3.4	67.2						f		f		f							No Siding P
				ANTELOPE 3.8	63.8	2.48	3.40	5.23	6.13	7.40	s 8.57	10.37	f 2.30	3.13	f 5.48	5.58						P 60
				DN **ROSEVILLE** 4.1	60.0 59.9	2.40AM	s 3.32	5.15	**6.05**	s 7.32AM	s 8.48	s 10.30	s 2.23PM	s 3.05	s **5.40**	**5.50PM**	12.10AM	8.00 5.55	4.00PM		6.10PM	Term. Yard TWFPYO
4.15AM	s 4.57PM	s 1.35PM	s 8.08AM	ROCKLIN 3.3	55.8		f 3.15	5.01	5.52		s 8.40	10.15		2.50	s 5.32				3.40			P Yard
4.50 5.50	s 5.06	s 1.48	s 8.17	D LOOMIS 2.7	52.5		f 3.05	4.54	5.45		s 8.33	10.08		**2.43**	s 5.23				2.43			P 60
6.05 6.30	s 5.15	s 1.58	s 8.25	D PENRYN 2.9	49.8		f 2.57	4.49	5.38		s 8.25	10.02		2.36	s 5.15				1.58			P 55
6.50AM	s 5.25PM	s 2.09PM	s 8.40AM	DN NEWCASTLE 2.0	46.9		s 2.47	4.42	5.31		s 8.17	9.55		2.28	s 5.00				1.30PM			WP 73
				ZETA 2.1	44.9		f 2.37	4.37	5.25		f 8.08	9.48		2.20	f 4.46							57
				FLINT 0.9	42.8																	73
				D AUBURN 3.1	41.9		s 2.28	**4.30**	5.18		s 8.02	f 9.41		s 2.14	s 4.40			4.30	11.40AM			WP 56
				DN BOWMAN 3.4	38.8		f 2.16	4.23	5.11		f 7.50	9.34		2.05	f 4.30							73
				CLIPPER GAP 3.0	35.4		f 2.06	4.16	5.03		f 7.44	9.27		1.55	f 4.24							70
				APPLEGATE 3.2	32.4		f 1.57	4.10	4.57		f 7.38	9.21		1.48	f 4.18							Spur 55
				N. E. MILLS 2.0	29.2		f 1.47	4.03	4.50		f 7.32	9.15		1.40	f 4.12							Spur 55
				LANDER 3.0	27.2		f 1.40	3.58	4.45		f 7.27	9.11		1.35	f 4.07							Spur 64
				DNR **COLFAX** 4.5	24.2		s 1.30	s 3.50	s 4.38		7.20AM	s **9.05**		s 1.29	4.00PM			2.45	**9.10AM**	4.30PM		PYW Yard
				CAPE HORN 2.7	19.7		f 1.15	3.30	4.23			8.43		f 1.14						3.45		50
				MAGRA 3.6	17.0		f							f								Spur 5
				DN GOLD RUN 2.0	13.4		f 12.57	3.14	4.08			8.28		f 1.00						3.10		WFY 80
				DUTCH FLAT 1.9	11.4		f 12.50	3.08	4.03			8.23		f 12.54						2.50		Spur 6
				ALTA 0.7	9.5		f							f								Spur 4
				D TOWLE 1.9	8.8		f 12.43	3.02	3.57			8.17		f 12.44						2.30		W Spur 5
				GORGE 1.0	6.9		f 12.39	2.58	3.52			8.12		f 12.38						2.15		Spur 5
				AMERICAN 1.1	5.9									12.35 s 12.30								
				MIDAS 2.3	4.8		f **12.34**	2.53	3.47			8.07		f 12.25				**12.34**		2.00		80
				FOREBAY 2.5	2.5		f 12.28	2.45	3.41			8.01		f 12.17						1.45		W Spur 10
				DN **BLUE CANON**	0.0		12.20AM	2.35AM	3.35AM			7.55AM		12.10PM				12.05AM		1.30PM		PTW 60
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	(77.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Lv. Tuesday, Thursday, and Saturday	Leave Daily	
				Time over District		(0.35)	(3.50)	(3.15)	(3.05)	(0.33)	(2.05)	(3.05)	(0.37)	(3.30)	(2.15)	(0.35)	(0.50)	(8.30)	(6.50)	(3.00)	(0.50)	
				Average speed per hour		30.51	20.29	23.94	25.23	32.30	25.73	25.23	28.86	22.23	23.82	30.51	17.76	11.65	5.22	8.07	21.36	

Automatic Block

Double Track (No. 1)

The above schedules are shown only for information and have no time table superiority between Loomis and Newcastle, but will be known by their numbers and handled only by train orders between Loomis and Newcastle.

55.8
24.2
31.6

59.9
27.2
32.7

Westward trains receiving orders east of Newcastle moving an eastward track from Loomis to Newcastle against them, must not pass east cross-over switch at Newcastle until opposing trains on Track No. 1 have arrived.

Westward trains must stop east of east cross-over switch at Newcastle unless they receive a proceed train-order signal.

Nos. 210, 24, 34 and 306 will use track No. 4 Rocklin to Loomis.

ADDITIONAL STOPS ON SIGNAL.

- Nos. 13 and 547, stations between Roseville and Sacramento to discharge passengers from points east of Roseville.
- No. 23, stations between Roseville and Sacramento to discharge passengers from points east of Colfax.
- No. 209, Haggin.
- Nos. 5 and 19, stations west of Colfax to discharge passengers from points east of Ogden.
- No. 1, stations west of Colfax to discharge passengers from points Cheyenne and east.
- Nos. 9 and 5 Newcastle, Penryn and Loomis to receive passengers for Roseville and north, and Sacramento and west.

141.7
105.6
35.1

Eastward.

FROM SAN FRANCISCO

Time Table No. 105

October 1, 1916

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS			SECOND CLASS	FIRST CLASS					Distance from San Francisco		STATIONS	
	254	308	310		2	10	20	24	6				
	Ogden Manifest	Way Freight	Way Freight		Overland Limited	San Francisco Limited	Pacific Limited	Tonopah Express	Atlantic Express				
	Leave Daily	Lv. Monday Wednesday and Friday	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
60 PTW	6.30PM	10.50AM			10.25PM	8.55PM	5.30PM	5.05PM	**3.30AM**	166.6	Staff System	DN **BLUE CANON** 3.1	
73		11.10			10.37	9.07	5.42	f 5.17	3.42	169.7		FULDA 2.1	
68 PT		11.30			10.43	9.15	5.50	f 5.24	3.47	171.8		D EMIGRANT GAP 1.5	
51		11.47AM			10.48	9.21	5.57	f 5.30	f 3.52	173.3		DN **SMART** 2.8	
54		12.15PM			**10.54**	9.32	6.06	f 5.39	4.02	176.1		YUBA PASS 2.2	
51 W		12.35			10.59	9.42	6.12	f 5.46	4.12	178.3		CRYSTAL LAKE 2.0	
49 W		1.05			**11.06**	9.50	6.18	s 5.52	f 4.22	180.3		DN CISCO 3.5	
53		1.30			11.16	**10.00**	6.27	f 6.05	4.35	183.8		TAMARACK 2.0	
50 W		1.50			11.22	10.12	6.34	f 6.12	4.45	185.8		DN TROY 2.1	
59		2.10			11.28	10.22	6.40	f 6.19	4.55	187.9		SPRUCE 2.8	
47		2.30			11.35	**10.30**	6.47	f 6.30	5.07	190.7		SODA SPRINGS 2.3	
128 PTW	9.15	3.05			11.41	10.39	6.54	s 6.40	s 5.20	193.0		DN SUMMIT 3.2	
54		3.20			11.48	10.54	7.01	f 6.50	5.30	196.2		LAKE VIEW 2.0	
60		3.35			11.54PM	11.02	7.07	f 6.56	5.36	198.2		EDER 2.4	
57 T	9.55	3.50			12.01AM	11.15	7.14	f 7.02	5.43	200.6		DN ANDOVER 2.1	
13 (Spur) W										202.7		* STANFORD 0.9	
20 (Spur)										203.6		* ARCTIC 0.5	
49		4.10			12.10	11.20	7.22	f 7.11	f 5.52	204.1		CHAMPION 2.2	
60 (Spur)										206.3		* DONNER 1.7	
Term. Yard PWTYOF	11.40PM	4.30PM	10.40AM		s 12.25	s 11.40	s 7.35	¶ 7.20 7.40	s 6.05	208.0		DNR **TRUCKEE** 3.1	Double track (No. 2)
48 (Spur)								f		211.1	Automatic Block	* POLARIS 3.9	
53 (Spur)								f		215.0		*PROSSER CREEK 1.3	
20 W	12.40AM		11.30AM		12.40	11.59PM	7.50	s 8.00	s 6.35	216.3		D **BOCA** 1.8	
80										218.1		HINTON 0.9	
8 (Spur)										219.0		*BURCKHALTER 1.9	
31 (Spur)								f		220.9		* ICELAND 0.6	
34 (Spur)										221.5		* WICKES 0.9	
75 W			12.10PM		12.53	12.11AM	8.03	s 8.15	s 6.55	222.4		D FLORISTON 3.1	
20 (Spur) W					1.01	12.19	8.10	f 8.25	7.02	225.5		MYSTIC 3.0	
No Siding W					1.08	12.26	8.17	f 8.35	7.10	228.5		CALVADA 3.9	
100			1.30		1.15	12.34	8.28	s 8.47	s 7.20	232.4		D **VERDI** 2.3	
(Spur)										234.7		WARE 1.1	
15 (Spur)								f		235.8		MOGUL 1.4	
6 (Spur) W					1.25	12.44	8.40	f 8.58	f 7.32	237.2		LAWTON 5.7	
Yard OP	3.10		2.20		s 1.40	s 1.10	s 8.55	s 9.15	s 7.55	242.9		**RENO** 2.6	
Yard					1.47	1.15	9.05	s 9.22	s 8.02	245.5		SPARKS (Passenger Station) 0.7	
Term. Yard FWTOP	3.30AM		2.40PM		s 1.55AM	s 1.20AM	s 9.15PM	s 9.30PM	s 8.10AM	246.2		DNR **SPARKS** (Dsprs Office)	
	Arrive Daily	Ar. Monday Wednesday and Friday	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(79.6)	
	(9.00) 8.84	(5.40) 7.31	(4.00) 9.70		(3.30) 22.74	(4.25) 18.02	(3.45) 21.22	(4.25) 19.47	(4.40) 17.05			..........Time over district ....Average speed per hour	

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72 and D72.

*Frog taken out part of season.
Spur at Ware on eastward track only.
Burckhalter Spur on eastward track only.
Water tank Mystic and Lawton on westward track only.
Lawton Spur and cross-over 0.7 mile east of station board.

On double track between Sparks and Truckee, trains keep to the left. Westward trains use track No. 1, Eastward trains track No. 2. Signals used by trackmen on this double track will be placed on left, or fireman's side of track.

ADDITIONAL STOPS ON SIGNAL
- No. 24 Union Mills, Farad, Fleish.
- No. 6 Union Mills.
- No. 24 Summit Hotel.

TOWARD SAN FRANCISCO.

Time Table No. 105

October 1, 1916

		STATIONS	Distance from Sparks	FIRST CLASS					THIRD CLASS		
				1	9	5	23	19	309	307	253
				Overland Limited	Fast Mail	San Francisco Limited	Tonopah Express	Pacific Limited	Way Freight	Way Freight	Ogden Manifest
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Ar. Tuesday Thursday and Saturday	Arrive Daily
Staff System	DN	**BLUE CANON** 3.1	79.6	s **3.30**AM	s **7.50**AM	s 12.05PM	s 12.15AM	s 2.30AM		12.35PM	11.55PM
		FULDA 2.1	76.5	3.23	7.43	11.57AM	f 12.02AM	2.20		12.20	
	D	EMIGRANT GAP 1.5	74.4	3.18	7.38	f 11.51	s 11.50PM	2.14		12.05PM	
	DN	**SMART** 2.8	72.9	3.15	7.34	f 11.47	f 11.40	2.11		11.47AM	
		YUBA PASS 2.2	70.1	3.08	7.27	11.40	f 11.25	2.04		11.00	**10.54**
		CRYSTAL LAKE 2.0	67.9	3.03	7.22	11.35	f 11.14	1.58		10.40	
	DN	CISCO 3.5	65.9	2.56	7.15	f 11.29	s **11.06**	1.51		10.25	
		TAMARACK 2.0	62.4	2.46	7.05	11.18	f 10.53	1.41		10.05	**10.00**
	DN	TROY 2.1	60.4	2.40	7.00	11.12	f 10.43	1.35		9.45	
		SPRUCE 2.8	58.3	2.35	6.55	11.06	f 10.37	1.29		9.30	
		SODA SPRINGS 2.3	55.5	2.29	6.49	10.57	f **10.30**	1.22		9.15	
	DN	SUMMIT 3.2	53.2	2.23	6.43	f 10.49	s 10.19	1.15		9.00	**9.15**
		LAKE VIEW 2.0	50.0	2.11	6.35	10.35	f 10.09	1.05		8.10	
		EDER 2.4	48.0	2.05	6.30	10.28	f 10.03	12.58		7.55	
	DN	ANDOVER 2.1	45.6	2.00	6.23	10.20	f **9.55**	12.51		7.40	
		*STANFORD 0.9	43.5								
		*ARCTIC 0.5	42.6								
		CHAMPION 2.2	42.1	1.52	6.15	10.08	f 9.46	12.41		7.20	8.05
		* DONNER 1.7	39.0								
Double Track (No. 1)	DNR	**TRUCKEE** 3.1	38.2 38.0	s 1.40	s **6.05**	s 9.55	s 9.35	s **12.25**AM	10.20AM	7.00AM	**7.35**
Automatic Block		* POLARIS 3.9	34.9				f				
		*PROSSER CREEK 1.3	31.0				f				
	D	**BOCA** 1.8	29.7	1.14	5.43	s **9.23**	s 8.58	11.57PM	**9.23**		6.20
		HINTON 0.9	27.9								
		*BURCKHALTER 1.9	27.0								
		*ICELAND 0.6	25.1				f				
		* WICKES 0.9	24.5								
	D	FLORISTON 3.0	23.6	1.05	5.30	s 9.08	s 8.43	11.42	8.00		
		MYSTIC 3.0	20.6	1.00	5.23	8.58	f 8.36	11.35			
		CALVADA 3.9	17.6	12.55	5.17	8.51	8.29	11.28			
	D	**VERDI** 2.2	13.7	12.48	5.10	s 8.42	s 8.22	11.20	7.10		4.45
		WARE 1.1	11.5								
		MOGUL 1.4	10.4				f				
		LAWTON 5.7	9.0	12.38	5.00	8.23	f 8.12	11.07			
		RENO 2.6	3.3	s 12.28	s 4.52	s 8.10	s 8.00 7.40	s 10.55	6.20		3.50
		SPARKS (Passenger Station) 0.7	0.7	12.18	4.43	s 7.58	s 7.25	10.43			
	DNR	**SPARKS** (DsprsOffice)	0.0	12.15AM	4.40AM	7.55AM	7.20PM	10.40PM	6.00AM		3.30PM
		(79.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Lv. Tuesday Thursday and Saturday	Leave Daily
		Time over District		(3.15)	(3.10)	(4.10)	(4.55)	(3.50)	(4.20)	(5.35)	(8.25)
		Average speed per hour		24.49	25.13	19.10	18.09	20.76	8.77	7.45	9.45

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72 and D72.

*Frog taken out part of season.
Siding at Ware on eastward track only.
Burckhalter Spur on eastward track only.
Water tank Mystic and Lawton on westward track only.
Lawton Spur and crossover 0.7 mile east of station board.

On double track between Sparks and Truckee, trains keep to the left. Westward trains use track No. 1, Eastward trains track No. 2. Signals used by trackmen on this double track will be placed on left, or fireman's side of track.

ADDITIONAL STOPS ON SIGNAL:
No. 23 Union Mills, Farad, Fleish and Summit Hotel.

Eastward.

FROM SAN FRANCISCO

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS				SECOND CLASS			FIRST CLASS						Distance from San Francisco		Time Table No. 105 October 1, 1916
	222	228	230	224	544	548	546	48	14	12	22	30	16			
	Portland **Fast Freight**	**Way Freight**	Way Freight	Way Freight	Gerber **MOTOR**	Chico Willows **MOTOR**	Red Bluff **MOTOR**	El Dorado	Portland Express	Shasta Limited	The Statesman	Gerber Passenger	Oregon Express			
	Leave Daily	**Leave Daily Ex. Sunday**	**Leave Daily Ex. Sunday**	Leave Daily Ex. Sunday	Leave Daily	**Leave Daily**	**Leave Daily**	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
						7.00AM		8.20PM	3.45PM		10.45AM		12.25AM	88.8		**SACRAMENTO**
Term Yard FOPTWY	12.15PM		8.30PM			**7.40AM**		8.55PM	4.20PM		11.20AM		1.00AM	106.6	DN	**ROSEVILLE** 6.2
49	12.35		8.50			f 7.52		9.04	f 4.32		f 11.30		1.12	112.8		WHITNEY 4.2
134 W	12.45		**9.11**			s 7.59		s **9.11**	s 4.40		s 11.38		s 1.20	117.0	D	LINCOLN 1.3
34 Spur						f								118.3		CLAYTON 0.3
9 Spur														118.6		AHART 2.4
88	12.55		9.30			f 8.07		9.17	f 4.48		f 11.44		1.26	121.0		EWING 3.8
32	1.10		9.45			f 8.14		f 9.22	f 4.55		s 11.51		1.35	124.8		SHERIDAN 3.3
138 W	**1.38**		10.15			s 8.20		s 9.26	s **5.06**		s 11.58AM		s **1.45**	128.1	D	WHEATLAND 6.1
53	**2.00**		10.45			f 8.32		9.36	f 5.16		f 12.08PM		2.00	134.2		OSTROM 6.6
Yard WOP	2.20	9.30AM	11.15PM			s 8.50		s 9.50	s 5.30		s 12.25		s 2.20	140.8	DNR	**MARYSVILLE** 1.0
Yard PIY	2.25	9.35				8.53		9.53	5.33		12.28		2.24	141.8		**BINNEY JUNCTION** W. P. Ry. Crossing. 2.9
112	2.37	9.46				f 8.59		9.58	f 5.39		f 12.35		2.30	144.7		BERG 3.0
43	2.49	10.00				f 9.05		10.03	f 5.44		f **12.42**		2.36	147.7		LOMO 2.1
8 Spur						f		f	f		f			149.8		SUNSET 1.7
54 I	3 00	10.20				s 9.13		f 10.08	s 5.53		s **12.50**		f 2.43	151.5	D	LIVE OAK N. E. Ry. Crossing 4.4
5 Spur						f								155.9		FAGAN 2.1
120	3.20	11.00				s 9.27		s 10.18	s 6.07		s 1.07		s 2.55	158.0	DN	GRIDLEY 3.4
49 W	**3.52**	**11.25**				s 9.34		s 10.24	s 6.15		s 1.14		s 3.03	161.4	D	BIGGS 2.7
5 Spur						f								164.1		RICETON 3.3
49	4.12	11.45AM				s 9.46		f 10.36	s 6.28		s 1.24		f 3.15	167.4		RICHVALE 4.1
110	4.30	**12.10PM**				f **9.55**		f 10.44	s 6.38		s 1.32		3.23	171.5		NELSON 6.6
49	4.55	12.45				s **10.10**		f 10.56	s 6.53		s 1.45		s 3.35	178.1	D	DURHAM 3.8
9 Spur						f			f		f			181.9		FAULKNER 2.3
Yard OYWF	5.25	1.30				s 10.30		s **11.05PM**	s 7.15		s 2.05		s 3.55	184.2	DNR	N. E. Ry. Crossing **CHICO** 4.9
7 Spur	5.55					f 10.40			7.25		2.15		4.07	189.1		GIMBAL 2.2
29	6.15	2.00				f 10.45			f 7.29		s 2.20		4.13	191.3		NORD 2.3
112	6.30	**2.15** **2.36**				f 10.50			f 7.34		f **2.25**		4.20	193.6		ANITA 2.4
20	6.45	2.50				f 10.56			f 7.38		f **2.30**		4.27	196.0		CANA 2.6
8 Spur	7.00					f **11.10**			f 7.43		f 2.35		4.35	198.6		SOTO 4.4
49 W	7.15	3.30				s 11.20			s 7.54		s 2.43		s 4.47	203.0	D	VINA 1.6
15	7.25	3.40				f 11.25			7.58		2.47		4.51	204.6		COPELAND 2.5
12 Spur						f			f		f			207.1		ENSIGN 0.9
8 Spur						f			f		f			208.0		BOHEMIA 1.7
48	8.00	4.15				s 11.40			s 8.12		s 2.57		s 5.05	209.7	D	LOS MOLINOS 2.0
120 PWY	**8.25**	5.00		3.50AM	11.25PM	s 11.45	10.20AM		s **8.25**	4.40PM	s 3.05	2.45PM	s 5.10	211.7	Auto. Block R	TEHAMA 2.1
Term Yard FOPWY	8.50PM	5.30PM		4.00AM	s 11.30PM	s 11.50AM	s **10.25AM**		s 8.30PM	s 4.45PM	s 3.10PM	s 2.50PM	s 5.15AM	213.8	DNR	**GERBER**
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(107.2)
Marysville Yard—See trains on page 10	(8.35) 12.48	(8.00) 9.41	(2.45) 12.44	(0.10) 12.60	(0.05) 25.20	(4.10) 25.73	(0.05) 25.20	(2.10) 35.81	(4.10) 25.73	(0.05) 25.20	(3.50) 27.96	(0.05) 25.20	(4.15) 25.22			....Time over District ....Average speed per hour

Time at Tehama applies at Junction Switch.

ADDITIONAL STOPS ON SIGNAL.
No. 16 to receive passengers for Portland and points beyond.
No. 548 Hills and Morrisons crossing, Nord Ave., Chico, and Second Street, Tehama.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

TOWARD SAN FRANCISCO.

Time Table No. 105

October 1, 1916

		Distance from Gerber	FIRST CLASS						SECOND CLASS			THIRD CLASS	FOURTH CLASS		
			29	47	15	21	11	13	545	547	543	221	223	229	227
			Davis Sacramento Passenger	El Dorado	California Express	The Statesman	Shasta Limited	San Francisco Express	Orland MOTOR	Sacramento MOTOR	Davis MOTOR	Portland Fast Freight	Way Freight	Way Freight	Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
	SACRAMENTO	125.0		8.05AM		3.00PM		3.15AM		6.25PM					
DN	ROSEVILLE	107.2		s 7.32AM		s 2.23PM		s 2.40AM		s 5.50PM		4.05PM		7.30PM	
	6.2 WHITNEY	101.0		f 7.23		f 2.10		2.25		f 5.40		3.40		7.10	
D	4.2 LINCOLN	96.8		s 7.17		s 2.01		s 2.15		s 5.32		3.15		6.45	
	1.3 CLAYTON	95.5								f					
	0.3 AHART	95.2													
	2.4 EWING	92.8		7.10		f 1.52		2.05		f 5.23		2.49		6.00	
	3.8 SHERIDAN	89.0		f 7.05		s 1.44		f 1.55		f 5.15		2.37		5.40	
D	3.3 WHEATLAND	85.7		s 7.00		s 1.38		s 1.45		s 5.06		2.25		5.25 4.45	
	6.1 OSTROM	79.6		f 6.50		f 1.27		1.27		f 4.52		2.00		4.20	
DNR	6.6 MARYSVILLE	73.0		s 6.40		s 1.15		s 1.10		s 4.40		1.25		4.00PM	1.45PM
	1.0 BINNEY JUNCTION W. P. Ry. Crossing	72.0		6.35		1.08		1.00		4.35		1.18			1.40
	2.9 BERG	69.1		f 6.31		f 1.04		12.53		f 4.28		1.04			1.25
	3.0 LOMO	66.1		f 6.26		f 12.58		12.45		f 4.22		12.42			1.10
	2.1 SUNSET	64.0		f		f				f					
D	1.7 LIVE OAK N. E. Ry. Crossing	62.3		s 6.20		s 12.50		s 12.35		s 4.14		12.05PM			12.50PM
	4.4 FAGAN	57.9								f					
DN	2.1 GRIDLEY	55.8		s 6.11		s 12.39		s 12.20		s 4.00		11.45AM			11.55AM
D	3.4 BIGGS	52.4		s 6.05		s 12.32		s 12.10AM		s 3.52		11.25			11.25
	2.7 RICETON	48.7								f					
	3.3 RICHVALE	46.4		f 5.54		s 12.20		f 11.55PM		f 3.39		11.06			10.30
	4.1 NELSON	42.3		f 5.45		s 12.10PM		f 11.45		f 3.30		10.40			9.55
D	6.6 DURHAM	35.7		f 5.33		s 11.57AM		s 11.28		s 3.15		10.10			9.15
	3.8 FAULKNER	31.9								f					
DN R	2.3 N. E. Ry. Crossing CHICO	29.6		5.25AM		s 11.45		s 11.15		s 2.55		9.30			8.45
	4.9 GIMBAL	24.7				11.34		11.01		f 2.44		9.05			
	2.2 NORD	22.5				s 11.29		f 10.54		f 2.40		8.57			8.15
	2.3 ANITA	20.2				f 11.23		10.47		f 2.36		8.50			8.00
	2.4 CANA	17.8				f 11.17		10.40		f 2.30		8.40			7.50
	2.6 SOTO	15.2				f 11.10		10.32		f 2.19		8.30			
D	4.4 VINA	10.8				s 11.01		s 10.20		s 2.13		8.20			7.20
	1.6 COPELAND	9.2				10.55		10.15		f 2.10		8.10			7.10
	2.5 ENSIGN	6.7				f				f					
	0.9 BOHEMIA	5.8				f				f					
D	1.7 LOS MOLINOS	4.1				s 10.45		s 10.01		s 2.00		7.55			6.50
Auto. Block R	2.0 TEHAMA	2.1	s 4.40AM		s 10.35AM	s 10.40	12.50PM	s 9.55	s 12.20PM	s 1.55	s 3.35PM	7.45	6.10AM		6.40
Auto. Block DNR	2.1 GERBER	0.0	4.35AM		10.30AM	10.35AM	12.45PM	9.50PM	12.15PM	1.50PM	3.30PM	7.30AM	6.00AM		6.30AM
	(107.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	Time over District		(0.05)	(2.07)	(0.05)	(3.48)	(0.05)	(4.50)	(0.05)	(4.00)	(0.05)	(8.35)	(0.10)	(3.30)	(7.15)
	Average speed per hour		25.20	36.66	25.20	28.21	25.20	22.18	25.20	26.80	25.20	12.48	12.60	12.07	10.06

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Marysville Yard see page 10.

ADDITIONAL STOPS ON SIGNAL.
- No. 13 To discharge passengers from Portland or points beyond.
- No. 547 Second Street, Tehama, Nord Ave., Chico, Morrison and Hill's crossings.

Time at Tehama applies at Jct. Switch.

FROM SAN FRANCISCO

Time Table No. 105

October 1, 1916

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS			SECOND CLASS					FIRST CLASS			Distance from San Francisco		STATIONS
	226 Way Freight Leave Daily Ex. Sunday	232 Knights Landing Way Freight Leave Daily Ex. Sunday	224 Way Freight Leave Daily Ex. Sunday	544 Gerber MOTOR Leave Daily	542 Oroville MOTOR Leave Daily	550 Hamilton MOTOR Leave Daily	546 Red Bluff MOTOR Leave Daily	536 Oroville MOTOR Leave Daily		12 Shasta Limited Leave Daily	30 Gerber Passenger Leave Daily			
WFTYOP	5.10AM	3.00AM		7.10PM	6.10PM			7.10AM	Use Western Division Time Table	1.15PM Sacramento	9.30AM to Davis.	88.3		**SACRAMENTO** 13.2
Terminal Yard WYP	6.00AM	3.40AM		7.55PM	6.45PM			7.40AM		1.55PM	10.15AM	75.6	DNR	**DAVIS** 5.1
49	6.15	3.50		f 8.05	f 6.55			f 7.50		2.02	f 10.25	80.7		MERRITT 2.5
20	6.25	3.55		f 8.09	f 7.00			f 7.55		2.06	f 10.29	83.2		MULLEN 1.7
68 TPW	6.30 7.00	4.00AM		s 8.15	s **7.05PM**			s **8.00AM**		**2.08**	s 10.37	84.9	DR	**WOODLAND** Sacramento Woodland Ry. Crossing 4.3
30 Spur				f							f	89.2		ELVATON 0.7
30	7.20			s 8.25						**2.16**	s **10.47**	89.9	D	YOLO 2.2
14 Spur				f							f	92.1		DUFOUR 1.6
6 Spur				f							f	93.7		RONDA 2.1
43	**7.48**			s 8.37						2.24	s 11.00	95.8	D	ZAMORA 2.2
20	8.00			f 8.41						2.27	f 11.05	98.0		BRETONA 5.2
38 W	8.25			s 8.51						2.34	s 11.15	103.2	D	DUNNIGAN 3.2
43	8.45			f 8.57						2.38	f 11.21	106.4		HERSHEY 1.9
237 YP	**9.00**			f 9.01						**2.43**	f 11.24	108.3		**HARRINGTON** 5.2
49	9.30			s 9.10						2.50	s 11.35	113.5	D	ARBUCKLE 4.1
35 W	9.45			f 9.17						2.58	f 11.43	117.6		GENEVRA 0.9
15	9.50			f 9.19						3.00	f 11.45	118.5		MACY 5.7
57	10.20			s 9.28						3.09	s 11.55AM ¶ 12.20PM	124.2	D	WILLIAMS 4.9
49	10.35			f 9.37						3.15	f **12.32**	129.1		COLUSA JUNCTION 3.9
50 W	11.15AM			s 9.44						3.21	s 12.40	133.0	D	MAXWELL 5.3
47	**12.12PM**			f 9.53						3.28	s 12.50	138.3		DELAVAN 3.8
40	12.30			f 9.58						3.33	s 12.58	142.1		NORMAN 2.2
36	**1.04**			f 10.03						3.37	f **1.04**	144.3		LOGANDALE 5.6
64 WFY	**1.40PM**		1.15AM	s 10.15			**8.55AM**			3.45	s 1.20	149.9	DNR	**WILLOWS** 3.3
14			1.25	f 10.20			f 9.03			**3.50**	f 1.27	153.2		LYMAN 3.6
48			1.45	f 10.26			s 9.12			3.57	s **1.35**	156.8	D	GERMANTOWN 3.9
62			1.55	f 10.33			f 9.21			4.02	f 1.47	160.7		GRAPIT 1.3
36			2.02	f 10.36			f 9.25			4.05	f 1.50	162.0		GREENWOOD 3.4
45 PW			2.30	s 10.42		**2.12PM**	s 9.33			4.09	s **2.02**	165.4	Automatic Block DR	ORLAND 1.6
42 PY			2.35	f 10.45		s 2.15PM	f 9.36			4.11	f 2.05	167.0		**WYO** 2.0
16			2.40	f 10.49			f 9.40			**4.14**	f 2.10	169.0		MALTON 4.4
30			2.52	f 10.57			f 9.48			4.19	s 2.17	173.4		KIRKWOOD 5.1
51			3.15	s 11.10			s 10.00			4.26	s 2.30	178.5	D	CORNING 3.1
49			3.25	f 11.16			f 10.09			4.31	s 2.37	181.6		RICHFIELD 4.7
120 WY			3.40AM	s 11.25PM			s 10.20AM			4.40PM	s 2.45PM	186.3	R	**TEHAMA**
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily			(110.7)
	(7.40) 10.36	(0.20) 27.90	(2.25) 15.06	(3.30) 31.63	0.20) 27.90	(0.03) 32.00	(1.25) 25.68	(0.20) 27.90		(2.45) 40.26	(4.30) 27.11			......................Time over District ....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

ADDITIONAL STOPS ON SIGNAL. No. 12 Willows to receive passengers for Dunsmuir and points beyond.
No. 544 Steam Shovel Camp, at road crossing east switch Harrington.

Time at Tehama applies at Junction Switch.

TOWARD SAN FRANCISCO

SO. PAC
RECEIVED
MAY 7 191
SUPT. TRANS

Sacramento, May 1, 1917.

Mr. W. R. Scott
Mr. J. H. Dyer
Mr. G. F. Richardson
Mr. G. W. Luce

Effective Wednesday, May 2d, Trains 225-226 will be handled with three train crews operating daily between Sacramento and Willows with 3d day layover at Sacramento, 2 engine crews only will be assigned to this service.

2 trains and 2 engine crews will be assigned effective same date to #223-224 daily except Sunday between Willows and Gerber also handle Hamilton and Fruto branch work on schedule days. Other days if required. #224 to leave Willows approximately 12 05 AM #223 Gerber 1 AM unless otherwise instructed.

2900 class engines to be assigned between Gerber and Willows. 1755-2301-2304 to be assigned between Sacramento and Willows.

#225 to connect with #223 at Willows daily except Sunday. #226 to be started from Sacramento as at present.

J D Brennan

Superintendent.

FIRST CLASS	SECOND CLASS	THIRD CLASS	FOURTH CLASS	
	43	225	223	233
	vis TOR	Way Freight	Way Freight	Knights Landing Way Freight
	e Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
	.15PM	1.20PM		2.00PM
	.30PM	12.25PM		1.00PM
	.18	12.15		12.42
	.13	12.05PM		12.35
	.10	11.55AM		12.30PM
	.55	10.47		
	.43	10.10		
	.38	9.45		
	.27	9.30		
	.20	9.10		
	.16	9.00		
	.05	8.35		
	.52	8.00		
	.50	7.45		
	.40	7.25		
	.32	7.00		
	.25	6.35		
	.16	6.05		
	.09	5.53		
	.05	5.45		
	.55	5.30AM	8.45AM	
	.47		8.30	
	.41		8.15	
	.34		8.00	
	.32		7.45	
	.25		7.40	
	.20		7.20	
	.14		7.10	
	.00		6.55	
	.50		6.40	
	.44		6.20	
	.35PM		6.10AM	
	e Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	3.55) 8.26	(6.55) 10.72	(2.35) 14.09	(0.30) 18.62

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Time at Tehama applies at Junction Switch.

ADDITIONAL STOPS ON SIGNAL. No. 543—Steam Shovel Camp, at road crossing east switch Harrington.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS				SECOND CLASS				
	226	232	224		544	542	550		
	Way Freight	Knights Landing Way Freight	Way Freight		Gerber MOTOR	Oroville MOTOR	Hamilton MOTOR		
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Dail		
WFTYOP	5.10AM	3.00AM			7.10PM	6.10PM			
Terminal Yard WYP	6.00AM	3.40AM			7.55PM	6.45PM			
49	6.15	3.50			f 8.05	f 6.55			
20	6.25	3.55			f 8.09	f 7.00			
68 TPW	6.30 7.00	4.00AM			s 8.15	s 7.05PM			
30 Spur					f				
30	7.20				s 8.25				
14 Spur					f				
6 Spur					f				
43	7.48				s 8.37				
20	8.00				f 8.41				
38 W	8.25				s 8.51				
43	8.45				f 8.57				
237 YP	9.00				f 9.01				
49	9.30				s 9.10				
35 W	9.45				f 9.17				
15	9.50				f 9.19				
57	10.20				s 9.28				
49	10.35				f 9.37				
50 W	11.15AM				s 9.44				
47	12.12PM				f 9.53				
40	12.30				f 9.58				
36	1.04				f 10.03				
64 WFY	1.40PM		1.15AM		s 10.15				
14			1.25		f 10.20				
48			1.45		f 10.26				
62			1.55		f 10.33				
36			2.02		f 10.36				
45 PW			2.30		s 10.42				
42 PY			2.35		f 10.45		s		
16			2.40		f 10.49				
30			2.52		f 10.57				
51			3.15		s 11.10				
49			3.25		f 11.16				
120 WY			3.40AM		s 11.25PM				
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	(7.40) 10.36	(0.20) 27.90	(2.25) 15.06		(3.30) 31.63	0.20) 27.90	(0.03) 32.00	(1.25) 25.68	(0.20) 27.90

(2.45) 40.26	(4.30) 27.11	....................Average speed per hou

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

ADDITIONAL STOPS ON SIGNAL. No. 12 Willows to receive passengers for Dunsmuir and points beyond.
No. 544 Steam Shovel Camp, at road crossing east switch Harrington.

Time at Tehama applies at Junction Switch.

Time Table No. 105

October 1, 1916

			FIRST CLASS				SECOND CLASS					THIRD CLASS	FOURTH CLASS	
	STATIONS	Distance from Tehama	29 Davis Sacramento Passenger	15 California Express	11 Shasta Limited		541 Sacramento MOTOR	545 Orland MOTOR	549 Willows and Fruto MOTOR	539 Sacramento MOTOR	543 Davis MOTOR	225 Way Freight	223 Way Freight	233 Knights Landing Way Freight
			Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
	SACRAMENTO 13.2	123.9	9.05AM	3.30PM	5.15PM	Use Western Division Time Table Davis to Sacramento	9.15AM			7.00PM	8.15PM	1.20PM		2.00PM
DNR	**DAVIS** 5.1	110.7	s 8.32AM	s 2.35PM	s 3.40PM		s 8.42AM			s 6.25PM	s 7.30PM	12.25PM		1.00PM
	MERRITT 2.5	105.6	f 8.20	f 2.24	3.31		f 8.31			f 6.15	f 7.18	12.15		12.42
	MULLEN 1.7	103.1	f 8.14	f 2.18	3.26		f 8.25			f 6.10	f 7.13	12.05PM		12.35
DR	**WOODLAND** Sacramento Woodland Ry. Crossing. 4.3	101.4	s 8.10	s 2.08	s 3.22		8.20AM			6.05PM	s 7.10	11.55AM		12.30PM
	ELVATON 0.7	97.1	f	f							f			
D	YOLO 2.2	96.4	s 8.00	s 1.50	3.11						s 6.55	10.47		
	DUFOUR 1.6	94.2	f	f							f			
	RONDA 2.1	92.6	f	f							f			
D	ZAMORA 2.2	90.5	s 7.48	s 1.40	3.03						s 6.43	10.10		
	BRETONA 5.2	88.3	f 7.44	f 1.36	3.00						f 6.38	9.45		
D	DUNNIGAN 3.2	83.1	s 7.35	s 1.26	2.53						s 6.27	9.30		
	HERSHEY 1.9	79.9	f 7.28	f 1.20	2.48						f 6.20	9.10		
	HARRINGTON 5.2	78.0	f 7.25	f 1.16	2.43						f 6.16	9.00		
D	ARBUCKLE 4.1	72.8	s 7.15	s 1.06	2.35						s 6.05	8.35		
	GENEVRA 0.9	68.7	f 7.05	f 12.59	2.29						f 5.52	8.00		
	MACY 5.7	67.8	f 7.03	f 12.57	2.27						f 5.50	7.45		
D	WILLIAMS 4.9	62.1	s 6.53	s 12.45	2.20						s 5.40	7.25		
	COLUSA JUNCTION 3.9	57.2	f 6.43	f 12.32	2.14						f 5.32	7.00		
D	MAXWELL 5.3	53.3	s 6.35	s 12.24	2.09						s 5.25	6.35		
	DELAVAN 3.8	48.0	f 6.24	f 12.12	2.03						f 5.16	6.05		
	NORMAN 2.2	44.2	f 6.15	f 12.05	1.58						f 5.09	5.53		
	LOGANDALE 5.6	42.0	f 6.11	f 12.01PM	1.55						f 5.05	5.45		
DNR	**WILLOWS** 3.3	36.4	s 6.00	s 11.53AM	1.47				s 4.00PM		s 4.55	5.30AM	8.45AM	
	LYMAN 3.6	33.1	f 5.53	f 11.46	1.40				f 3.50		f 4.47		8.30	
D	GERMANTOWN 3.9	29.5	s 5.45	s 11.38	1.35				s 3.36		s 4.41		8.15	
	GRAPIT 1.3	25.6	f 5.37	11.30	1.29				f 3.30		f 4.34		8.00	
	GREENWOOD 3.4	24.3	f 5.33	f 11.27	1.26				f 3.28		f 4.32		7.45	
Automatic Block DR	ORLAND 1.6	20.9	s 5.25	s 11.20	1.21			s 1.05PM	s 3.22		s 4.25		7.40	
	WYO 2.0	19.3	f 5.22	11.15	1.18			f 12.59	3.15PM		f 4.20		7.20	
	MALTON 4.4	17.3	f 5.18	f 11.12	1.15			f 12.54			f 4.14		7.10	
	KIRKWOOD 5.1	12.9	f 5.10	f 11.04	1.09			f 12.46			f 4.00		6.55	
D	CORNING 3.1	7.8	s 5.00	s 10.55	1.02			s 12.36			s 3.50		6.40	
	RICHFIELD 4.7	4.7	f 4.52	f 10.47	12.57			f 12.30			f 3.44		6.20	
R	**TEHAMA**	0.0	4.42AM	10.37AM	12.50PM			12.22PM			3.35PM		6.10AM	
	(110.7)		Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	Time over District		(3.50)	(3.57)	(2.50)		(0.22)	(0.43)	(0.45)	(0.20)	(3.55)	(6.55)	(2 35)	(0.30)
	Average speed per hour		28.87	28.06	39.08		25.66	29.16	22.80	27.90	28.26	10.72	14.09	18.62

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Time at Tehama applies at Junction Switch.

ADDITIONAL STOPS ON SIGNAL. No. 543—Steam Shovel Camp, at road crossing east switch Harrington.

Eastward. FROM SAN FRANCISCO. TOWARD SAN FRANCISCO. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS		SECOND CLASS			Distance from San Francisco		Time Table No. 105 October 1, 1916	Distance from Oroville	SECOND CLASS			FOURTH CLASS	
	234 Oroville Way Freight	232 Knights Landing Way Freight	542 Oroville MOTOR	538 Oroville MOTOR	536 Oroville MOTOR					541 Davis and Sacramento MOTOR	537 Marysville MOTOR	539 Davis and Sacramento MOTOR	233 Knights Landing Way Freight	235 Oroville Way Freight
	Lv. Tuesday, Thursday and Saturday only	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Ar. Tuesday, Thursday and Saturday only
68 TPW		5.00AM	7.15PM		8.10AM	84.9	DR	WOODLAND 2.3	63.0	s 8.05AM		s 6.05PM	12.05PM	
16			f		f	87.2		GARIC 0.5	60.7	f		f		
23			f 7.25		f 8.17	87.7		PEART 1.7	60.2	f 7.55		f 5.54		
29 Spur			f		f	89.4		LAUGENOUR 0.7	58.5	f		f		
19			f 7.30		f 8.22	90.1		CURTIS 2.3	57.8	f 7.51		f 5.50		
4 Spur			f		f	92.4		CORANCO 1.6	55.5	f		f		
25 Spur		6.00	s 7.40		s 8.30	94.0	D	KNIGHTS LANDING 3.4	53.9	s 7.45		s 5.43	11.30AM	
2 Spur			f		f	97.4		BYPASS 7.8	50.5	f		f		
65			f 8.05		f 8.55	105.2		CHANDLER 2.3	42.7	f 7.21		f 5.21		
29			f 8.10		f 9.01	107.5		MARCUSE 2.0	40.4	f 7.16		f 5.16		
4 Spur			f		f	109.5		WILSON 1.9	38.4	f		f		
19 W		7.09	s 8.19		s 9.09	111.4		TUDOR 1.0	36.5	s 7.09		s 5.09		
8			f 8.22		f 9.11	112.4		ABBOTT 3.4	35.5	f 7.07		f 5.07		
31			f 8.29		f 9.18	115.8		OSWALD 1.9	32.1	f 7.00		f 5.00		
32			f 8.35		f 9.21	117.7		BOGUE 2.7	30.2	f 6.56		f 4.56		
19 I		8.15	s 8.41		s 9.26	120.4	D	YUBA CITY N. E. Ry. Crossing 1.4	27.5	s 6.50		s 4.50	9.55	
Yard			s 8.46		s 9.30	121.8		N. E. Ry. Crossing E STREET, MARYSVILLE 0.6	26.1	s 6.45		s 4.45		
Yard WOP	9.00AM	8.30AM	s 8.50 9.50	1.30PM	s 9.35	122.4	DNR	MARYSVILLE 1.0	25.5	s 6.40	s 1.10PM	s 4.40	9.35AM	12.50PM
Yard IFY			9.55	1.35	9.38	123.4		BINNEY JUNCTION 3.1	24.5	6.32	1.05	4.32		
3 Spur			f	f	f	126.5		MELLO 4.2	21.4	f	f	f		
19			f 10.06	f 1.47	f 9.48	130.6		RAMIREZ 1.1	17.2	f 6.19	f 12.54	f 4.22		
8 Spur			f	f	f	131.7		MISSION 3.3		f	f	f		
15	9.57		s 10.15	s 1.55	s 9.57	135.0		HONCUT 6.6	12.9	s 6.13	s 12.46	s 4.15		
14			f 10.25	f 2.08	f 10.10	141.6		HEARST 0.9	6.3	f 6.02	f 12.34	f 4.03		
35			s 10.27	s 2.10	s 10.12	142.5		PALERMO 2.5	5.4	s 5.59	s 12.32	s 4.01		
27			f 10.32	f 2.17	f 10.18	145.0		VILLA VERONA 2.9	2.9	f 5.55	f 12.27	f 3.56		
Yard WT	10.50AM		s 10.40PM	s 2.25PM	s 10.25AM	147.9	DR	OROVILLE	0.0	5.50AM	12.20PM	3.50PM		11.30AM
	Ar. Tuesday, Thursday and Saturday only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(63.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Lv. Tuesday, Thursday and Saturday only
	(1.50)	(3.30)	(3.25)	(0.55)	(2.15)			Time over District		(2.15)	(0.50)	(2.15)	(2.30)	(1.20)
	13.91	10.72	26.07	27.82	28.00			Average speed per hour		28.00	30.60	29.07	15.00	19.22

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Howard Spur leading from Peart to Howard 1.9 miles.

Marysville Yard—See trains on pages 6 and 7.

ADDITIONAL STOPS ON SIGNAL
Nos. 541, 542, 536 and 539, Ninth and G Streets, Marysville.
Saccarus, Vernon, Barley Sack, Lee, Cox's Lane and Baggett's Crossing.
Nos. 537 and 538, Cox's Lane and Baggett's Crossing.

Eastward. **FROM SAN FRANCISCO.** — **TOWARD SAN FRANCISCO.** Westward.

Length of sidings in cars and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS	SECOND CLASS		FIRST CLASS	Distance from San Francisco		Time Table No. 105 October 1, 1916	Distance from Placerville	FIRST CLASS			THIRD CLASS
	264 Way Freight Leave Daily Ex. Sunday	**530** Fair Oaks and Folsom MOTOR Leave Daily	**520** Fair Oaks and Placerville MOTOR Leave Daily	**62** Fair Oaks and Placerville Passenger Leave Daily			**STATIONS**		**521** Fair Oaks and Sacramento MOTOR Arrive Daily	**61** Fair Oaks and Sacramento Passenger Arrive Daily	**531** Fair Oaks and Sacramento MOTOR Arrive Daily	**265** Way Freight Arrive Daily Ex. Sunday
WFTYOP	6.30AM	5.30PM	8.10AM	2.50PM	88.8	DNR	**SACRAMENTO** 0.5	59.9	s 7.55AM	s 10.05AM	s 5.05PM	1.50PM
					89.3		Sacramento-Woodland Ry. Crossing 0.3	59.4				
			8.15		89.6		JCT. SWITCH, R STREET 0.1	59.1	7.50			
					89.7		Northern Electric Crossing Western Pacific Crossing 0.5	59.0				
					90.2		Central California Traction Crossing 0.6	58.5				
I	Via Elvas	Via Elvas		Via Elvas	90.8		Western Pacific Crossing 1.2	57.9		Via Elvas	Via Elvas	Via Elvas
I					92.0		Northern Electric Crossing 0.3	56.7				
Yard			f 8.22		92.3		HOMESTEAD 2.4	56.4	7.38			
Yard W	6.50	s 5.50	s 8.30	s 3.05	94.7	DNR	**BRIGHTON** S. P. Crossing. 0.8	54.0	s 7.34	s 9.50	s 4.50	1.25
7 Spur		f	f		95.5		RAMONA 0.4	53.2	f	f	f	
29	6.55	f 5.53	f 8.33	s 3.08	95.9		PERKINS 1.6	52.8	f 7.30	s 9.46	f 4.46	1.15
9		f	f	f	97.5		MANLOVE 1.4	51.2	f	f	f	
81	7.05	f 5.58	f 8.41	s 3.13	98.9		MAYHEW 1.8	49.8	f 7.25	s 9.40	f 4.40	12.50
8		f	f	f	100.7		ROUTIER 0.9	48.0	f	f	f	
22	7.20	f 6.04	f 8.47	f 3.18	101.6		MILLS 1.8	47.1	f 7.20	f 9.35	f 4.35	12.35
35	7.30	f 6.07	f 8.51	f 3.21	103.4		CORDOVA 1.0	45.3	f 7.17	f 9.32	f 4.31	12.20
35	7.35 8.30	s 6.09 6.21	s 8.55 9.17	s 3.24 3.37	104.4	R	**CITRUS** 3.0	44.3	7.15 s 7.03	s 9.30 9.17	4.28 s 4.15	12.10PM 11.05AM
18	8.45	f 6.26	f 9.24	f 3.44	107.4		NIMBUS 0.9	41.3	f 6.57	f 9.10	f 4.08	10.50
31		f	f	f	108.3		ALDER CREEK 1.8	40.4	f	f	f	
25	9.04	f 6.31	f 9.30	f 3.49	110.1		NATOMA 1.0	38.6	f 6.52	f 9.04	f 4.03	10.37
25 WY	9.20 10.30	s 6.35PM	s 9.35	s 4.00	111.1	DR	**FOLSOM** 6.9	37.6	6.50AM	s 9.00	s 4.00	10.30
9	11.00		f 9.55	f 4.17	118.0		WHITE ROCK 5.1	30.7		f 8.47	f 3.42	9.55
9 Spur	11.25		f 10.07	f 4.29	123.1		COTHRIN 3.0	25.6		f 8.35	f 3.30	9.00
15	11.40		s 10.16	s 4.37	126.1	D	LATROBE 1.5	22.6		s 8.28	s 3.23	8.28
4 Spur			f	f	127.6		FLONELLIS 0.5	21.1		f	f	
9 Spur	11.50		f 10.21	f 4.43	128.1		BRELA 1.7	20.6		f 8.22	f 3.17	8.05
6 Spur	11.59AM		f 10.26	f 4.47	129.8		BRANDON 1.6	18.9		f 8.18	f 3.13	8.00
6	12.05PM		f 10.30	f 4.51	131.4		DUGAN 0.3	17.3		f 8.14	f 3.09	7.55
4 Spur			f	f	131.7		BULLARD 1.8	17.0		f	f	
2 Spur			f	f	133.5		LIMESTONE 0.5	15.2		f	f	
2 Spur	12.15		f 10.36	f 4.58	134.0		BENNETT 2.9	14.7		f 8.07	f 3.02	7.47
27	12.35		s 10.44	s 5.08	136.9		SHINGLE SPRINGS 3.5	11.8		s 8.00	s 2.55	7.38
6 Spur	12.50		f 10.52	f 5.17	140.4		CUMMINGS 2.3	8.3		f 7.52	f 2.47	7.25
32	1.00		s 10.59	s 5.23	142.7		EL DORADO 2.3	6.0		s 7.46	s 2.41	7.15
23	1.15		s 11.05	s 5.30	145.0	D	**DIAMOND SPRINGS** 3.7	3.7		s 7.40	s 2.35	7.05
Yard WT	1.30PM		s 11.15AM	s 5.40PM	148.7	DR	**PLACERVILLE**	0.0		7.30AM	2.25PM	6.45AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(59.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(7.00)	(1.05)	(3.05)	(2.50)			Time over District		(1.05)	(2.35)	(2.40)	(7.05)
	12.19	25.24	22.05	22.86			Average speed per hour		25.24	25.36	24.45	9.98

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.

For Fair Oaks Branch trains, see page 12.

For Walnut Grove Branch Trains, Sacramento and Junction Switch R Street, see page 12.

Water—One mile east of Dugan.

ADDITIONAL STOPS ON SIGNAL. All trains Soudan, Malby, Stone House, Webber Creek Bridge, Bradshaw, Salsbury, Alden, Plummer and Carpenter.
Nos. 520 and 521 Tenth, Twenty-first and Twenty-eight Streets, Sacramento and East Lawn.

Eastward. FROM SAN FRANCISCO — TOWARD SAN FRANCISCO. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS		FIRST CLASS						Distance from San Francisco		Time Table No. 105 October 1, 1916	Distance from Fair Oaks	SECOND CLASS						FOURTH CLASS	
	272	270	514	512	64	66	504	502					501	503	67	65	511	513	271	273
	Way Freight	Way Freight	Fair Oaks MOTOR	Fair Oaks MOTOR	Fair Oaks Passenger	Fair Oaks Passenger	Fair Oaks MOTOR	Fair Oaks MOTOR			STATIONS		Fair Oaks MOTOR	Fair Oaks MOTOR	Fair Oaks Passenger	Fair Oaks Passenger	Fair Oaks MOTOR	Fair Oaks MOTOR	Way Freight	Way Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex.Sunday	Arrive Daily Ex.Sunday
35 P	11.05AM	7.40AM	6.09PM	4.15PM	3.24PM	9.17AM	8.55AM	7.03AM	104.4	R	CITRUS	1.9	s 7.15AM	s 9.10AM	s 9.30AM	s 3.36PM	s 4.28PM	s 6.21PM	8.30AM	12.05PM
											1.0									
10 Spur			f	f	f	f	f	f	105.4		HOLLY	0.9	f	f	f	f	f	f		
											0.9									
15 PT	11.10AM	7.45AM	s 6.14PM	s 4.20PM	s 3.29PM	s 9.22AM	s 9.00AM	s 7.08AM	106.3	DR	FAIR OAKS	0.0	7.10AM	9.05AM	9.25AM	3.31PM	4.23PM	6.16PM	8.20AM	11.55AM
	Arrive Daily Ex.Sunday	Arrive Daily Ex.Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(1.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80			..........Time over District.......... ....Average speed per hour........		(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.10) 11.40	(0.10) 11.40

Eastward. From San Francisco. — Toward San Francisco. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		THIRD CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 105 October 1, 1916	Distance from Fruto	SECOND CLASS	FOURTH CLASS
		266	552					551	267
		Way Freight	Fruto MOTOR			STATIONS		Willows MOTOR	Way Freight
		Leave Monday and Thursday only	Leave Daily					Arrive Daily	Arrive Monday and Thursday only
64	WFY	4.30AM	4.05PM	149.9	DNR	WILLOWS	17.0	s 6.05PM	7.25AM
						2.4			
7	Spur		f 4.13	152.3		LOSA	14.6	f 5.55	
						3.5			
20			f 4.24	155.8		KURAND	11.1	f 5.45	
						3.8			
10			f 4.36	159.6		MILLSHOLM	7.3	f 5.30	
						4.0			
9			f 4.48	163.6		ATHENA	3.3	f 5.16	
						3.3			
19	T	5.45AM	s 5.00PM	166.9	R	FRUTO	0.0	5.05PM	6.10AM
		Arrive Monday and Thursday only	Arrive Daily			(17.0)		Leave Daily	Leave Monday and Thursday only
		(1.15) 13.60	(0.55) 18.55			..........Time over District.......... ....Average speed per hour..........		(1.00) 17.00	(1.15) 13.60

Eastward. From San Francisco. — Toward San Francisco. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		THIRD CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 105 October 1, 1916	Distance from Hamilton	SECOND CLASS	FOURTH CLASS
		268	550					549	269
		Way Freight	Hamilton MOTOR			STATIONS		Willows and Fruto MOTOR	Way Freight
		Leave Tuesday and Friday only	Leave Daily					Arrive Daily	Arrive Tuesday and Friday only
42	PY	5.35AM	2.15PM	167.0		WYO	10.4	s 3.15PM	7.15AM
						10.4			
30	W	6.15AM	s 2.45PM	177.4	DR	HAMILTON	0.0	2.50PM	6.35AM
		Arrive Tuesday and Friday only	Arrive Daily			(10.4)		Leave Daily	Leave Tuesday and Friday only
		(0.40) 15.60	(0.30) 20.80			..........Time over District.......... ....Average speed per hour..........		(0.25) 24.96	(0.40) 15.60

Eastward. FROM SAN FRANCISCO. — TOWARD SAN FRANCISCO. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS	FIRST CLASS		Distance from San Francisco		Time Table No. 105 October 1, 1916	Distance from Walnut Grove	SECOND CLASS		FOURTH CLASS
	238	534	532					533	535	239
	Way Freight	Walnut Grove MOTOR	Walnut Grove MOTOR			STATIONS		Sacramento MOTOR	Sacramento MOTOR	Way Freight
	Leave Tues. and Friday Only	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Tues. and Friday Only
Terminal Yard W.F.T.Y.O.P.	4.30PM	4.15PM	7.30AM	88.8	DNR	SACRAMENTO	24.6	s 10.00AM	s 6.45PM	9.30PM
						0.5				
Yard				89.3		Sacramento, Woodland Railway Crossing	24.1			
						0.3				
Yard	4.40	4.20	7.35	89.6		JCT. SWITCH R STREET	23.8	9.53	6.35	9.10
						2.2				
Yard	4.45	f 4.25	f 7.40	91.8		BATHS	21.6	f 9.48	f 6.30	9.05
						2.4				
60	4.50	f 4.30	f 7.45	94.2		DEL RIO	19.2	f 9.43	f 6.25	9.00
						3.3				
60	5.00	s 4.37	s 7.52	97.5		FREEPORT	15.9	s 9.33	s 6.16	8.50
						7.8				
66	5.57	s 4.55	s 8.10	105.3		HOOD	9.5	s 9.13	s 5.57	8.30
						4.0				
55	6.30	f 5.10	f 8.25	107.9		GLANN	5.5	f 9.01	f 5.46	7.50
						3.3				
No Siding	6.40	f 5.15	f 8.30	111.2		MOFUBA	2.2	f 8.55	f 5.40	7.40
						2.2				
61 WY	6.50PM	s 5.20PM	s 8.35AM	113.4	DR	WALNUT GROVE	0.0	8.45AM	5.30PM	7.30PM
	Arrive Tues. and Friday Only	Arrive Daily	Arrive Daily			(24.6)		Leave Daily	Leave Daily	Leave Tues and Friday Only
	(2.20) 10.54	(1.05) 22.70	(1.05) 22.70			..........Time over District.......... ....Average speed per hour..........		(1.15) 19.68	(1.15) 19.68	(2.00) 12.30

For Placerville Branch trains via R Street, see page 11.

Time at Walnut Grove applies at Station.

Telephone at Junction Switch R Street—Walnut Grove trains using main track from R Street to Sacramento passenger station will ask for instructions from Dispatcher regarding overdue passenger trains.

Westward trains are superior to trains of the same class in opposite direction. See Rule 72.

ADDITIONAL STOPS ON SIGNAL. {All schedule trains at Pocket, Cronin, Mosher, Acacia, Rosebud and Walnut Grove Wharf.
Nos. 550 and 549, Cory and Moda.

SACRAMENTO YARD—INBOUND, VIA ELVAS.

Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento Westward.

	Time Table No. 105 October 1, 1916		Distance from Brighton	13	23	19	210	1	47	33	256	254	61	288	9	122	82	265	286	32	21	5	531	209	124	547	221	192
				San Francisco Express	Tonopah Express	Pacific Limited	The Newsboy	Overland Limited	El Dorado	Sacramento Passenger	Sunset Manifest	Ogden Manifest	Sacramento Passenger	Stockton Freight	Fast Mail	Sacram'nto Passenger	Sacram'nto Passenger	Way Freight	Way Freight	Sac'to Express	The Statesman	San Francisco Limited	Sac'to MOTOR	Mountain Express	Sac'to Passenger	Sac'to MOTOR	Portland Fast Freight	Sac'to Passenger
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tues. Thursday Saturday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Automatic Block	DNR **SAC.** PASS. STA.	Double Track	6.0	3.15AM	4.10AM	5.50AM	6.30AM	6.40AM	8.05AM	9.25AM			10.05AM		11.00AM	11.20AM	12.45PM			2.40PM	3.00PM	3.40PM	5.05PM	6.15PM	6.20PM	6.25PM		9.50PM
	1.0																											
	12TH STREET		5.0															1.50PM	2.30PM								7.00PM	
	2.0																											
	ELVAS		3.0	3.05AM	4.00AM	5.40AM	6.20	6.30AM	7.55AM	9.15AM	9.00AM	9.30AM	9.55	10.05AM	10.50AM	11.10	12.35	1.35	2 20	2.27	2.50PM	3.30PM	4.55	6.05PM	6.10	6.15PM	6.45PM	9.40
	3.0																											
	DNR **BRIGHTON**		0.0				6.14AM				8.40AM	9.15AM	9.50AM	9.53AM		11.02AM	12.28PM	1.25PM	2.10PM	2.20PM			4.50PM		6.02PM			9.33PM
	(6.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Tues. Thursday Saturday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

SACRAMENTO YARD—OUTBOUND, VIA ELVAS.

Trains moving from Sacramento to Elvas are Eastward and Elvas to Brighton Westward.

	Time Table No. 105 October 1, 1916		Distance from San Francisco	16	257	191	264	222	548	285	210	31	22	24	20	37	62	253	14	34	121	10	530	2	223	48	6
				Oregon Express	Sunset Manifest	Stockton Passenger	Way Freight	Portland Fast Freight	Chico and Willows MOTOR	Way Freight	The Newsboy	Stockton Express	The Statesman	Tonopah Express	Pacific Limited	Stockton Passenger	Placerville Passenger	Ogden Manifest	Portland Express	Colfax Passenger	Stockton Passenger	San Francisco Limited	Fair Oaks and Folsom MOTOR	Overland Limited	Tracy Freight	El Dorado	Atlantic Express
	STATIONS			Leave Daily	Leave Daily	Leave Daily	LvMonday Wednesday Friday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Automatic Block	DNR **SAC.** PASS. STA.	Double Track	88.8	12.25AM		6.00AM			7.00AM		7.25AM	9.35AM	10.45AM	12.50PM	1.45PM	2.10PM	2.50PM		3.45PM	4.15PM	4.50PM	5.25PM	5.30PM	7.15PM		8.20PM	10.45PM
	1.0																										
	12TH STREET		89.8				6.30AM	6.40AM		7.10AM															7.40PM		
	2.0																										
	ELVAS		91.8	12.35AM	1.00AM	6.10	6.40	6.55AM	7.10AM	7.20	7.35AM	9.45	10.55AM	1.00PM	1.55PM	2.20	3.00	8.35AM	3.55PM	4.25PM	5.00	5.35PM	5.40	7.25PM	7.50	8.30PM	10.57PM
	3.0																										
	DNR **BRIGHTON**		94.8		1.25AM	6.18AM	6.50AM			7.35AM		9.53AM				2.25PM	3.05PM	8.45AM			5.07PM		5.50PM		7.55PM		
	(6.0)			Arrive Daily	Arrive Daily	Arrive Daily	Ar.Monday Wednesday Friday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

For trains running via R Street, see pages 10 and 12.

Eastward. FROM SAN FRANCISCO TOWARD SAN FRANCISCO Westward.

Length of sidings in cars and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.			FIRST CLASS					SECOND CLASS	
			602	600		Time Table No. 105 October 1, 1916		601	603
			Passenger	Mixed	Distance from San Francisco		Distance from Stirling City	Mixed	Passenger
			Leave Sunday Only	Leave Daily Ex. Sunday		**STATIONS**		Arrive Daily Ex. Sunday	Arrive Sunday Only
Yard	YOW		7.00AM	7.00AM	184.2	DNR **CHICO**	31.2	s 2.40PM	s 7.25PM
						2.4			
No Siding			f	f	186.6	N. E. Crossing	28.8	f	f
						1.7			
No Siding			f	f	188.3	BUTTE CREEK	27.1	f	f
						4.3			
18			f	f	192.6	CROUCH	22.8	s	f
						4.0			
No Siding			f	f	196.6	OAKDALE FARMS	18.8	f	f
						1.6			
21	W		s 7.47	s 8.05	198.2	D PARADISE	17.2	s 1.27	s 6.40
						4.0			
6	Spur		f	f	202.2	OPTIMO	13.2	f	f
						1.0			
12			s 8.05	s 8.40	203.2	D MAGALIA	12.2	s 12.53	s 6.15
						3.0			
3			s 8.15	s 9.00	206.2	APPLETON	9.2	s 12.35	s 5.59
						3.8			
10	(Spur) W		s 8.32	s 9.18	210.0	DOON	5.4	s 12.15PM	s 5.38
						5.4			
Yard	Y		s 8.55AM	s 9.45AM	215.4	DR **STIRLING CITY**	0.0	11.45AM	5.15PM
			Arrive Sunday Only	Arrive Daily Ex. Sunday		(31.2)		Leave Daily Ex. Sunday	Leave Sunday Only
			(1.55)	(2.45)		........................Time over District........................		(2.55)	(2.10)
			16.27	11.34		........................Average speed per hour........................		10.69	14.40

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.

Emergency water supply, Stirling City. For main line trains see pages 6 and 7.

ADDITIONAL STOPS ON SIGNAL: Trains Barber on Stirling City branch line in Chico yard.

SPECIAL RULES.

☛ "SAFETY FIRST"

EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD AND FOURTH CLASS TRAINS AND FOURTH CLASS TRAINS AHEAD OF THIRD CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Sacramento, Dispatcher's Office, Twelfth Street, and Roundhouse.
Roseville, Yard Office and Roundhouse.
Colfax. Sparks. Willows. Oroville.
Blue Canon. Gerber. Placerville. Marysville.
Truckee. Chico.

BULLETIN BOARDS.

Sacramento, Yard Office, Twelfth Street.
Roseville, Yard Office. Sparks. Willows
Colfax. Gerber. And all Roundhouses.
Blue Canon. Chico.
Truckee. Marysville.

CLEARANCES.

1. Rule 83-A will not apply at initial stations which are not telegraph stations, nor at telegraph stations except when operator is on duty.

2. All trains will obtain Clearance Card (Form 2643) at Chico, Marysville, Colfax, Blue Canon, Truckee and Folsom when operator is on duty.

3. Freight trains and light engines, originating Sacramento, Twelfth Street, via Elvas-Brighton, proceed to Brighton without obtaining clearance card. Freight trains and light engines between Roseville and Sacramento, and freight trains and light engines to and from Western Division will obtain their orders at Dispatcher's Office, Sacramento.

REGISTERING.

1. A train may register by ticket at a registering station which is not a regular stop if there is an operator on duty, but Rules 83 and D-83 must be complied with, unless prior register check shows that all superior trains due have arrived or left.

2. At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

3. Trains originating and terminating 12th Street at Sacramento, also eastward freight trains from Western Division, will register at 12th Street, Sacramento.

Freight trains register Roseville yard office.

First and second class trains register by ticket at Roseville yard office.

TRAIN AND AIR INSPECTION.

1. **PASSENGER TRAINS.**—Rear end brake and air signal test must be made by trainmen at SUMMIT, BLUE CANON, STIRLING CITY and PLACERVILLE; also at any other point where brake pipe has been separated. Test to be made just prior to leaving.

2. **FREIGHT TRAINS.**— Rear end brake test must be made by trainmen at SUMMIT, BLUE CANON, STIRLING CITY and PLACERVILLE; also at any other point where brake pipe has been separated. Test to be made just prior to leaving.

3. **ALL TRAINS.**—Test to be made as follows: Engineers make a reduction from brake valve then sound one blast of the steam whistle, of sufficient length and volume only to reach the rear of the train, will be notice to trainmen that enginemen are ready for air brake test to be made.

Trainmen will then make a service reduction of brake pipe pressure, from the last car, of not less than twenty pounds. Engineer on the lead engine will, with brake valve on lap, watch for fall of pressure on air gauge to indicate that air has been applied; after which brakes will be released in the usual manner.

When the air brake test is made, the release of the brakes will answer.

When the signal test is made, two short blasts of steam whistle will be the answer.

Signal test must be made just after the air brake test.

4. ON PASSENGER TRAINS, when a stop is made, and not before, trainmen will turn down retainers, one man working from head end, and another from the rear, until they meet; then immediately turning them up on return movement.

Engineer will release the train brakes as soon as stop is made.

When all retainers have been turned down, rear brakeman will notify the engineer by one blast of the signal whistle.

5. All available retainers on passenger and freight trains will be used as follows:

Eastward trains, Summit to Truckee.
Westward trains, { Summit to Long Ravine Bridge.
New England Mills to Loomis.
Stirling City to Butte Creek. }

6. No freight train must make a continuous run of over thirty (30) miles without making a stop of not less than 5 minutes to make a careful examination of all cars.

7. Freight trains descending the grade will make a stop of ten minutes at the following stations, where trainmen will make a careful inspection of all cars and permit wheels to cool:

Floriston. Crystal Lake. Colfax.
Andover. Blue Canon. Flint.
Summit. Towle. Latrobe.
Spruce.

8. All freight trains descending grade between Summit and Truckee, will stop at Lake View and pull out slowly to permit inspection of wheels and running gear.

9. Westward mixed trains stop 5 minutes at Doon, 10 minutes at Paradise and Crouch for inspection and cooling wheels. Passenger trains stop at Paradise 5 minutes to cool wheels.

10. Retainers on cars set out in territory where they are used, must be turned down by incoming crew. This does not relieve outgoing crews from ascertaining that retainers are in proper position.

11. Conductors will report to Superintendent by wire any failure to properly control train by air brake, and will hand to car inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off; also result of three-minute test of all retainers. The list then to be forwarded to Superintendent by mail.

12. Whenever a train handles badly on a descending grade, the conductor will wire the car repairers at the terminal, stating the trouble as near as he can, in order to give carmen a chance to investigate on arrival of the train.

USE OF "19" FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
(3) When issuing an order Form "G," Example 3.
(4) When giving a train right over all trains.
(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in blank space where time is shown. Operator will retain carbon copy of clearance. This paragraph applies to territory outside of block signal limits also.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC SIGNALS.

1. **Within Automatic Block System limits, last portion of Rule 86 will not apply.**

On single track trains stopped by automatic block signals will be governed by Rule 504. Wait five (5) minutes before proceeding in manner instructed by Rule 504.

2. **On DOUBLE TRACK trains must come to a stop, and then may proceed under control, not exceeding six (6) miles per hour, to next signal, flagman being invariably sent ahead in stormy or foggy weather.**

3. **When using cross-overs, trainmen must comply with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over. This regulation does not apply within limits yards.**

4. On track No. 1 between Newcastle and Loomis, automatic block signal rules governing trains on single track will apply.

5. When trains are stopped by automatic block signals No. 1158 west of Lincoln, No. 1173 east of Lincoln, No. 1280 west of Wheatland or No. 1291 east of Wheatland, stop, then proceed under control not exceeding six miles per hour to signal governing opposite direction.

6. Distant signals only are operated at Andora, Whitney, Ewing, Sheridan, Ostrom, Marysville and Yuba City; these signals indicate caution position when switch is open or train occupies main track between signal and switch, or when train on siding is not into clear.

7. When signal 889 and 901, in Sacramento yard, indicates "stop," trains will not proceed until signal has changed to "proceed" or until hand signals are given by switchtender. In foggy or stormy weather, flagman must be sent in advance of train when signal indicates "stop."

8. Three-arm automatic block signal on eastward track at junction switch, Rocklin, governs the movement of eastward trains. The upper home and distant signal govern the use of eastward track No. 2. The lower home signal will clear only when track No. 4 is clear and switch lined up for movement to Loomis on track No. 4.

9. Home disc signals on semaphore poles east and west end Gold Run, controlled by operator, will govern movement of eastward and westward trains as follows:

When showing red disc or red light, "Take siding." When showing white disc or green light, "Hold main track."

10. Double arm semaphore signal 1664, located 100 feet west of junction switch Blue Canon. Upon receipt of hand signal from switchtender, with top arm in proceed position, train will have the right on main track to staff crane. Upon receipt of hand signal from switchtender, with lower arm at proceed, trains will take siding. Siding will be used as an eastward siding. Westward trains protecting against eastward trains on this track.

11. Disc signal located on bridge of overhead signals East End of Truckee yard to govern westward trains.

Normal indication white disc or white light.

If disc shows blue or a blue light it indicates call operator on phone before pulling into yard.

12. Brighton switch located 150 feet east of railroad crossing at Brighton, on Placerville Branch, will be lined for movement via Elvas. The upper arm of signal 947 governs movement to Elvas. The lower arm governs movement to R Street.

STAFF RULES.

1. Two disc signals, home (top) pertaining to the occupancy of the main track, and distant (lower) pertaining to the staff for the next block, are placed on one post at each end of siding at staff stations.

2. If the home signal shows red disc and red light indicating "stop," and the distant signal shows yellow disc and yellow light indicating "caution," train must stop and take siding. When doing so, train must be under control and staff retained, as per Rules 429, 453 and 465.

If distant signal indicates caution, and the home signal shows white disc and green light indicating proceed, train will proceed cautiously on the main track prepared to stop at staff crane located at staff office.

If both signals show white disc or green lights indicating "proceed," train will proceed on main track expecting to receive staff which is authority to move into next block.

3. When receiving staff, as per Rule 452, the engineman must ascertain if it is the proper one for the block which he is entering by removing staff from the pouch and reading the station names stamped upon it.

4. At a distance of approximately fifteen hundred feet from extreme switches at each staff station a distant signal (disc) is located, which is used in connection with the home signal, and the extreme switches to regulate the approach thereto.

5. At staff stations between Blue Canon and Champion, inclusive, the initial switch at each end of siding is connected with the staff disc signals, approaching it, so as to give stop indication when switch is not properly lined up.

6. The Train Staff system is in operation between Truckee and Blue Canon. All stations with sidings within these limits are train staff stations. Should view be obstructed by reason of snow, fog, etc., and engineer is doubtful as to location, he must stop, and if necessary send flagman ahead to note position of signals.

7. Helper engines of eastward trains cutting out at Tunnel 6, at Summit, must obtain a helper staff at Summit office, which will permit them to return on main track from Tunnel 6 to East end of West siding at Summit, regardless of all trains except the one they are helping.

8. The regular train staff will govern train movement.

9. The helper staff is authority for westward movement of helper engines only from Tunnel 6 to Summit, and must be delivered to operator at Summit promptly after helper has arrived and cleared the main track.

If more than one helper cuts out at Tunnel 6, they will couple and return with the helper staff.

10. Extra and regular trains not in sections may run between any point within staff limit without running orders upon receipt of clearance card and all orders designated thereon.

11. Westward trains will approach staff crane at Soda Springs and Fulda under control, prepared to stop regardless of staff indications.

SPEED TABLE.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	......	21	2	51	31	1	56	41	1	27
8	7	30	22	2	43	32	1	52	42	1	25
10	6	......	23	2	36	33	1	49	43	1	23
12	5	......	24	2	30	34	1	45	44	1	21
15	4	......	25	2	24	35	1	42	45	1	20
16	3	45	26	2	18	36	1	40	46	1	18
17	3	31	27	2	13	37	1	37	47	1	16
18	3	20	28	2	8	38	1	34	48	1	15
19	3	9	29	2	4	39	1	33	49	1	13
20	3	......	30	2	......	40	1	30	50	1	12

SPECIAL RULES--Continued.

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211	40	
A-84 15-25/28 110	3000 to 3009	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024	67	46445 "
A-81 20-28 105	3025 to 3071	77	46380 "
T-69 21-28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T-69 15½-26/28 142	2291, 2294, 2297	62	41526 "
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
M-63 21/28 155	1720, 1721, 1724, 1770, 1771, 1773 to 1777, 1779	58	45190 "
M-63 21/28 144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790 to 1792, 1794 to 1797, 1799	53	42860 "
M-63 15/26-28 144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 "
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E-73 18/24 63	1430 and 1432	61	27570 "
MC-57 26-40/30 394	4000 to 4016	53	43050 "
MC-57 26-40/30 398	4017 to 4028	53	43050 "
MC-57 26-40/30 401-S	4029 to 4043	53	43500 "
MC-57 26-40/30 395-S	4044 to 4048	53	43500 "
C-57 22/30 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75 per cent of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of engineers and must in no way conflict with rules governing speed of trains.

SPEED RESTRICTIONS.

1. Maximum speed of any train at any point must not exceed 50 miles per hour.

2. All trains with Mallet engines will reduce speed to 8 miles per hour and trains with other class of engines to 15 miles per hour when using cross-overs, turnouts and on sidings, and be under control through interlocking plants.

Between Loomis and Lawton.

3. Freight trains must not exceed 20 miles per hour on curves and 25 miles per hour elsewhere.

Other trains with Mallet Mogul engines, 4200 class, and Mikado engines, must not exceed 28 miles per hour on curves, between Loomis and Truckee and 30 miles per hour on curves between Truckee and Lawton.

Other trains with Mallet consolidated 4000 class engines, 20 miles per hour on curves and 25 miles per hour elsewhere.

Other trains with other than 4000 and 4200 class engines, 28 miles per hour on curves of six degrees or over.

All Other Parts of the Division.

4. Trains must not exceed 30 miles per hour on ten degree curves.

5. Mallet Mogul engines 4200 to 4211, inclusive, consolidated engines, also Mikado engines, must not exceed speed limit of 40 miles per hour on any portion of division.

6. Eastward trains must not exceed a speed of 10 miles per hour between wes switch and yard office at Sparks.

7. All trains reduce speed to 15 miles per hour over bridges, First and Fourth Crossing, Truckee River on eastward track, and over Long Ravine bridge east of Colfax on westward track and 20 miles per hour on eastward track.

8. Trains and yard engines not exceed 6 miles per hour over crossing just east of Sacramento River Bridge, and over Lincoln Street Crossing Roseville.

9. Trains must not exceed speed of 25 miles per hour over Feather River Bridge east of Binney Junction. This includes approaches as well as trestle on the curve just east of Feather River.

10. Reduce speed to 12 miles per hour over long trestle east of Knights Landing.

11. Engines backing up will not exceed a speed of twenty miles per hour. This does not include Mallet engines.

12. Motor cars backing up must not at any time exceed the speed of 20 miles an hour, and not exceed 10 miles an hour when backing up through yard limits and over highway crossings.

13. Trains must not exceed speed as shown on slow boards between Biggs and mile post 175.

14. Mixed trains will not exceed 15 miles per hour and passenger trains 18 miles per hour between Mile Post 6 and Stirling City; except that between Doon and Mile Post 22, westward mixed trains must not exceed 12 miles per hour.

15. On portions of the division not covered by special rules, freight trains must not exceed a speed of 35 miles per hour.

16.	Passenger Trains with Passenger Engines	Freight	
Willows and Fruto	20	15	Miles per Hour
Folsom-Placerville	30	15	
Woodland and Marysville	30	20	
Marysville and Oroville	35	25	
Truckee and Lawton	40	25	
Truckee and Loomis	35	20	
Walnut Grove and Hamilton Branches	30	20	
Orland (between outside switches)	20	12	
Corning (between outside switches)	15	12	

17. Speed of trains regulated by ordinance through city limits:

Wheatland, Gridley, Lincoln, Rocklin, Sacramento, Willows, 15 miles per hour.

YARDS ARE ESTABLISHED AT THE FOLLOWING STATIONS:

SACRAMENTO.—Extend from 1,000 feet east of Benali to a point 4,000 feet west of Sacramento River Bridge, to a point 1,000 feet west of west switch at Brighton on Stockton Line via Elvas, to a point 1,000 feet east of east switch at Brighton on Placerville line via Homestead, to a point 18,673 feet east of Junction switch, R Street, on Walnut Grove Line.

FOLSOM.—Extend to a point 1,000 feet west of west switch at Natoma to switch connecting to track to State Prison at Folsom and 1,000 feet east of Nagle Spur on Placerville Line.

WOODLAND.—Extend to a point 1,000 feet west of Mill Spur to a point 1,000 feet north of switch at Junction to Oroville and Willows Line.

ORLAND.—Extend to a point 1,000 feet west of the switch at Alfalfa Spur, through Wyo and to a point 1,000 feet east of east switch at Wyo, and to a point 1,000 feet east of east switch on Hamilton Branch.

WILLOWS.—Extend to a point 1,054 feet west of the west switch corral track to a point 1,000 feet east of the east switch to a point 1,000 feet east of the east switch of wye on Fruto Branch.

CHICO.—Extend from a point 1,000 feet west of the west switch to a point 3,000 feet east of the east switch at Chico, to a point 1,000 feet east of east switch on Stirling City Branch.

MARYSVILLE.—Extend to 1,000 feet west Rupert Spur to a point 1,000 feet east of Western Pacific crossing at Binney Junction, to a point 1.7 miles east of Binney Junction Switch on Oroville Branch, to a point 1,000 feet west of west switch of Cannery Track at Yuba City. This includes E and A Street cut-off.

ROSEVILLE.—Extend to a point 3,000 feet west of west switch to a point 2,385 feet north of Andora switch on Gerber Line, to a point 1,000 feet east of east switch at Rocklin, on track 4 and to a point 1,000 feet east of cross-over on tracks 1 and 2.

COLFAX.—Extend to a point 2,000 feet west of west switch and to a point 2,000 feet east of east switch.

TRUCKEE.—Extend to a point 3,000 feet west of station and to a point 7,500 feet east of station.

SPARKS.—Extend to a point one and one-half miles west of Reno.

GERBER.—(Shasta Div.) Extends 1,000 feet west of west switch Willows line and 1,000 feet west of west switch Chico line at Tehama.

Rules 93 and D-93 are revised as follow:

"Within yard limits the main track may be used, protecting against first-class trains.

ALL TRAINS MUST APPROACH YARD LIMITS AND PASS THROUGH YARDS UNDER CONTROL."

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT
Dr. F. K. Ainsworth, Chief Surgeon	San Francisco	
Dr. G. A. White, Consulting Surgeon	Sacramento	Special Service.
Dr. A. M. Henderson, Division Surgeon	Sacramento	Sacramento Division.
Dr. G. L. Stevenson, District Surgeon	Sacramento	Between Sacramento, Roseville and Fair Oaks Junction.
Dr. W. E. Briggs, Oculist and Aurist	Sacramento	
Dr. B. Woodbridge, District Surgeon	Roseville	Between Antelope, Whitney and Rocklin.
Dr. J. S. Wheeler, Asst. District Surgeon	Roseville	Between Antelope and Rocklin.
Dr. H. D. Fletcher, District Surgeon	Rocklin	Between Roseville and Loomis.
Dr. O. L. Barton, District Surgeon	Loomis	Between Rocklin and Penryn.
Dr. R. E. Allen, District Surgeon	Newcastle	Between Penryn and Auburn.
Dr. B. F. Howard, Emergency Surgeon	Alta	
Dr. G. H. Fay, District Surgeon	Auburn	Between Newcastle and N. E. Mills.
Dr. Henry T. Rooney, District Surgeon	Colfax	Between N. E. Mills and Gold Run.
Dr. L. B. Barnes, District Surgeon	Dutch Flat	Between Gold Run and Cisco.
Dr. J. H. Bernard, District Surgeon	Truckee	Between Cisco and Boca.
Dr. Wm. F. Jordan, District Surgeon	Floriston	Between Boca and Calvada.
Dr. W. S. Wilcox, District Surgeon	Verdi	Between Floriston and Reno.
Dr. W. H. Hood, District Surgeon	Reno	Between Floriston and Sparks.
Dr. S. K. Morrison, Asst. District Surgeon	Reno	
Dr. H. A. Brown, Oculist	Reno	
Dr. O. C. Hyde, District Surgeon	Lincoln	Between Whitney and Sheridan.
Dr. Frank S. Lowell, District Surgeon	Wheatland	Between Sheridan and Ostrom.
Dr. David Powell, District Surgeon	Marysville	Between Ostrom, Live Oak, Honcut and Chandler.
Dr. I. V. Higgins, Emergency Surgeon	Live Oak	
Dr. L. L. Thompson, District Surgeon	Gridley	Between Live Oak and Nelson.
Dr. O. C. Hawkins, Emergency Surgeon	Biggs	
Dr. M. M. Cook, Emergency Surgeon	Durham	
Dr. O. Stansbury, District Surgeon	Chico	Between Nelson and Vina.
Dr. J. H. Belyea, District Surgeon	Los Molinos	Between Proberta, Vina and Richfield.
Dr. F. J. Bailey, District Surgeon	Gerber	Between Red Bluff and Gerber.
Dr. W. E. Bates, District Surgeon	Davis	Between Davis and Merritt.
Dr. H. D. Lawhead, District Surgeon	Woodland	Between Merritt, Chandler and Dunnigan.
Dr. W. T. Jamison, Surgeon	Arbuckle	
Dr. A. W. Kimball, Emergency Surgeon	Williams	
Dr. C. O. Poage, Emergency Surgeon	Colusa	
Dr. G. W. Desrosier, Emergency Surgeon	Maxwell	
Dr. C. W. Lund, District Surgeon	Willows	Between Colusa Junction, Germantown and Fruto.
Dr. S. Iglick, District Surgeon	Orland	Between Germantown and Kirkwood.
Dr. M. P. Stansburg, Emergency Surgeon	Hamilton	
Dr. W F. Maggard, District Surgeon	Corning	Between Kirkwood and Richfield.
Dr. T. W. Horton, Emergency Surgeon	Honcut	
Dr. T. B. Reardan, District Surgeon	Oroville	Between Honcut and Oroville.
Dr. T. E. Farmer, District Surgeon	Folsom	Between Fair Oaks and Latrobe.
Dr. W. A. Reckers, District Surgeon	Placerville	Between Latrobe and Placerville.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon. Emergency Hospitals located at Truckee, Sparks and Sacramento.

LOCATION OF OVERHEAD STRUCTURES.

Mile Post	East of	Description	Mile Post	East of	Description
132.6	Clipper Gap..........	Tunnel 0	133.3	Clipper Gap.........	Tunnel 26
165.5	Forebay..............	Tunnel 1	133.8	Clipper Gap.........	Tunnel 27
172.5	Emigrant Gap.......	Tunnel 2	134.8	Applegate............	Tunnel 28
180.7	Cisco..................	Tunnel 3	136.	Applegate............	Tunnel 29
181.	Cisco..................	Tunnel 4	138.7	New England Mills...	Tunnel 30
193.7	Summit................	Tunnel 6	139.2	Lander...............	Tunnel 31
194.1	Summit................	Tunnel 7	139.5	Lander...............	Tunnel 32
194.3	Summit................	Tunnel 8	145.3	Colfax...............	Tunnel 33
194.9	Summit................	Tunnel 9	145.7	Colfax...............	Tunnel 34
195.1	Summit................	Tunnel 10	139.2	Shingle Springs......	Shingle Springs Tunnel, Placerville Branch.
195.4	Summit................	Tunnel 11			
195.7	Summit................	Tunnel 12			
200.1	Eder....................	Tunnel 13			
114.2	Rocklin................	Tunnel 15			
114.7	Rocklin................	Tunnel 16			
117.3	Lincoln Ave., Penryn.	Tunnel 17	208.6	East of Appleton.....	Tunnel Stirling Branch.
120.5	Newcastle.............	Tunnel 18			
122.7	Newcastle.............	Tunnel 19			
123.2	Newcastle.............	Tunnel 20			
124.7	Auburn................	Tunnel 21		SNOW SHEDS	
131.2	Bowman...............	Tunnel 22	166.8 to 206.2	Blue Canon......... Champion..........	Snow Sheds.
132.7	Clipper Gap..........	Tunnel 23			
132.9	Clipper Gap..........	Tunnel 24			
131.1	Clipper Gap..........	Tunnel 25			

AVERAGE WEIGHT OF PASSENGER TRAIN CARS

KIND OF CAR	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Baggage........................	79,000	90,000	....
" (Dynamo)................	....	105,000	....
Baggage and Mail............	77,000	121,000–69ft. 90,000–60ft.	93,000
Baggage and Passenger.......	61,000	....	....
Buffet..........................	....	130,000	122,000
" (Dynamo)................	....	146,000	....
Business.......................	107,000	178,000	135,000
Chair...........................	86,000	98,000	....
Coaches........................	80,000	95,000	....
Dining..........................	128,000	147,000	135,000
Horse Express................	81,000	....	....
Observation..................	122,000	145,000	131,000
Postal...........................	....	110,000–60ft. 77,000–40ft.	....
Pullman Parlor...............	115,000	146,000	....
" Observation..............	124,500	151,000	127,000
" Std. Sleepers............	125,000	153,000	145,000
" Tourist Sleepers........	94,000	....	133,000
Tea and Silk..................	48,000	....	....

INTERLOCKING PLANTS.

In setting out or picking up cars or doing any necessary switching in limits of interlocking plants, cars must not be cut from forward portion of train until they have been brought to a stop.

SACRAMENTO RIVER BRIDGE.—The home signal at the west end of bridge governing movement of eastward trains will stand normal position at stop and will be cleared on approach of eastward trains when circuit is clear. The home signal on the east end of bridge will stand normal position proceed. This interlocking plant is for protection of drawbridge and not for railroad crossing which is located at the east end of bridge.

SNOD GRASS SLOUGH.—Draw-bridge located approximately two (2) miles west of Walnut Grove, on Walnut Grove Branch, interlocked.

Interlocking signals operating in connection with this draw-bridge, located about five hundred (500) feet each side of draw-bridge, governing approach thereto.

When these signals are at STOP, trains must not move over draw-bridge, until flagman has proceeded the train and ascertained that bridge is closed and track safe, between these two signals.

ELVAS.—The home signals at the approaches do not in all cases govern through entire interlocking limits, as each home signal in the proceed position only entitles train to move to the next home signal, which may be reached before passing out of interlocking limits. Dwarf signals or short blades on three-arm signals are provided for each route not governed by a home signal and govern only to the next home or dwarf signal in advance.

Trains from Sacramento to Brighton will be governed by lower and trains from Sacramento to Roseville by upper signal. From Roseville to Sacramento by upper, and from Roseville to Brighton by lower signal. From Brighton to Sacramento by upper, and from Brighton to Roseville by lower signal.

Last paragraph Rule 630 is amended permitting towerman at Elvas to give signals from tower instead of ground.

All signals, switches and derails operated from tower. Whistle signal governing different routes as follows:

To Roseville, one long and one short, ——— o.

To Sacramento, two long and one short, ——— ——— o.

To Brighton, two long and three short, ——— ——— o o o.

To siding, three short and two long, o o o ——— ———.

To third track, one long, one short, one long, ——— o ———.

To spur, one short, one long, o ———.

NINETEENTH STREET, SACRAMENTO.—At crossing of R Street track with Western Pacific, all derails on approaches to the crossing and switches leading to transfer track and to industry track are operated from the tower. The top arm of the signals located one hundred (100) feet from the main track derails govern the use of main track.

The lower arm of the high signals governs the use of the transfer and industry tracks.

Trains wishing to use industry or transfer tracks will sound one long, one short and one long (——— o ———) blasts of the whistle

HOMESTEAD.—At crossing of "R" Street line with Northern Electric Railroad. Derails and approaches to the crossing and switches leading to stock corral spur and east end of Pacific Gas & Electric Company siding, are operated from the tower.

Upper arm of the high signals located one hundred (100) feet from main track derails governs the main track.

Lower arms of high signals govern entrance to industry tracks.

Trains wishing to use either industry track will sound one long, one short and one long (——— o ———) blasts of whistle.

NINTH STREET TOWER, MARYSVILLE.—Crossing Western Pacific and Woodland-Oroville Branch. Eastward and westward trains will be governed by respective signals, located 450 feet from crossing.

BINNEY JUNCTION TOWER.—Junction with Oroville Branch and crossing Western Pacific Ry. Whistle signals governing routes:

Main Track to or from Gerber—one long, one short: ——— o.

Main Track to or from Oroville Branch—two long, one short: ——— ——— o.

Siding to or from Gerber—one short, one long: o ———.

Siding to or from Oroville Branch—three long, one short: ——— ——— ——— o.

Siding to or from west leg of wye—three short, two long: o o o ——— ———.

Main Track to or from west leg of wye—two long, three short: ——— ——— o o o.

Main Track to or from east leg of wye—one long, one short, one long: ——— o ———.

To Oil Spur—one short, two long: o ——— ———.

LIVE OAK TOWER.—Crossing with Northern Electric Company, located one-half mile east of Live Oak. Eastward and westward trains will be governed by respective signals, located 450 feet from crossing. Eastward trains, when standing on main track to meet opposing trains at Live Oak, will stop west of east house track switch to avoid holding tower signal against opposing trains.

WOODLAND.—All derails on approaches to crossing of Sacramento-Woodland Electric Railway, and switches leading from main track to house track and siding and switch from siding to Knights Landing line, controlled by this tower. Top arm on high signal, located 50 feet from derail, governs use of main track; lower arm on westward high signal governs entrance to siding or house track. Dwarf signals govern other movements.

The following whistle signals will be used:

TEHAMA to or from siding—one long, one short: ——— o.

TEHAMA to or from house track—two long, one short: ——— ——— o.

KNIGHTS LANDING to or from siding—one long, one short, one long: ——— o ———.

Trains that are to hold main track will use the standard four short blasts of the whistle, calling for signals.

Account of view of home signal being limited in distance, trains will approach this signal under control.

MISCELLANEOUS.

Rule No. 1—Tracks between Sacramento and Blue Canon numbered as follows:

Track No. 1, Westward main track via Auburn.

Track No. 2, Eastward main track via Nevada Street, Auburn.

Track No. 4, between Rocklin and Loomis; diverges from track No. 2 at Rocklin and runs on south side of track No. 1, one-half mile east of Rocklin, to Loomis, connecting with No. 1 track at Loomis.

Unless otherwise instructed eastward freight trains will move Newcastle to Colfax regardless of Nos. 210, 24 and 34.

2. On double track, extras may run with current of traffic between any stations without running orders, but must obtain clearance (Form 2643) when leaving initial station.

All trains between Elvas and Sacramento and between Elvas and Brighton, second class trains between Sacramento and Roseville, and eastward trains via Elvas from Stockton Division will move irrespective of time-table superiority when moving with current of traffic.

3. Between Colfax and Blue Canon trains will move with current of traffic irrespective of superiority, but must obtain clearance at Blue Canon and Colfax.

Normal position main track switch at Truckee will be set for eastward trains.

4. Trains and yard engines after coming to a stop for crossing with Sacramento-Woodland Railroad at Front and M Streets, Sacramento, will proceed only on signal from flagman, and not pass the switchtender's station at Fourth, Sixth, Fifteenth streets and east end Sacramento River Bridge without receiving a signal to proceed.

Southern Pacific trains will approach Western Pacific crossing at Front and R Streets, Sacramento, under control, expecting to find crossing occupied.

Southern Pacific yard engines will stop at this crossing and ascertain that it is clear before proceeding. Both Southern Pacific and Western Pacific trains and yard engines must ascertain that all switch and industry track crossings in the vicinity of Front and R streets, Sacramento, are clear before using.

5. Trains will stop within two hundred (200) feet of Northern Electric crossing at Yuba City, Front and R streets Sacramento, and on Stirling City Branch and Knights Landing drawbridges before crossing.

6. The tonnage of Freight train between Summit and Loomis must not exceed 100 M's per operative brake and between Summit and Truckee 120 M's per operative brake. Between Stirling City and Butte Creek 80 M's per operative brake. See Rule 58 of Rules and Regulations governing air brakes.

7. Trains taking siding for other trains at the following named stations will use the siding indicated:

At Colfax westward trains will use siding number one (1) north of westward main track. Eastward trains will use siding number three (3) south of eastward main track.

8. Helper engines coupled in middle or rear of train must be cut off from the forward portion of train before taking water. Engines must be cut from westward freight trains while taking oil and water at Truckee.

Between Sacramento and Gerber engines must be cut off of all freight trains of twenty cars or more before taking water.

9. At meeting point, if the train which is to hold the main track arrives first, brakeman of this train will open the switch for the opposing train to take siding. This will necessitate trains approaching meeting points under control so as not to enter siding at a too high rate of speed.

10. Markers must be kept burning between Blue Canon and Truckee and on No. 2 track between Rocklin and Colfax at all hours. Trainmen in this district must turn markers in daylight as well as at night, as per Rule 19, Book of Rules.

11. Train must not stand on drawbridges at Knights Landing and Sacramento.

12. Trains entering sidings will do so under control. Responsibility for collision is placed with entering train.

13. Between Emigrant Gap and Andover the snowshed posts on each side of the track are numbered for a distance on either side of sidings showing number of car lengths from the switch. This is a guide to the engineer in locating switch in pulling out of siding.

14. Enginemen must not dump carbide from gas generator within snowshed district.

15. When one torpedo is exploded train will come to a stop as per Rule 15, If no person is on hand to explain the placing of torpedo, train may proceed as hereinafter provided:

(a) If view is obscured in any manner, flagman must be sent ahead for a distance of at least one-half mile.

(b) If track is seen to be clear or within automatic block limits, if signal indicates "Proceed," train may proceed, but will run under control for a distance of one-half mile, before resuming full speed.

16. On double track lines, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six (6) miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

17. Trains from Knights Landing branch at Woodland will use siding to station or comply with Rule 83 before entering main track. Switches this siding set to lead from Oroville branch Trains from Oroville use siding Binney Junction to Marysville.

18. Long siding Harrington will be used as follows: West end west of cross-over as westward siding; east end east of cross-over, eastward siding. Junction switch of Colusa & Hamilton Railroad connects about midway with eastward siding.

19. When trains have outfit cars moving over the mountain, helper engine will go through to Lake View and cut out, instead of cutting out at Summit, in order to avoid shoving against outfit cars at Summit.

RATING OF LOCOMOTIVES—SACRAMENTO DIVISION—In M's of 1000 back of tender.

Corrected to May, 1916.

CLASS	ENGINE NUMBER	Boiler Pressure	Sacramento and Gerber via Roseville EAST and WEST	Roseville to Colfax Via Eastward Track	Colfax to Sparks Roseville to Colfax Via Westward Track	Sparks to Truckee	Truckee to Summit	Davis and Gerber and Davis and Marysville EAST and WEST	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom
E—69 18/24 65	1382, 1384, 1388, 1391, 1394, 1398 and 1399	160	2305					2000	675	390	2285	1465
E—69 18/28 73	1459 to 1463	165	2620					2140				
M—63 20/26 126	1615 to 1719	190	4310					3415				
M—63 21/28 155	1720 to 1724, 1770 to 1779	200	5020					3930				
M—63 21/28 144	1725 to 1769, 1780 to 1803	195	4890					3820				
M—63 21/28 147	1804 to 1822	200	5020					3930				
T—57 18/24 86	2134 to 2153	160	2790					2220	815	500	2555	1640
T—57 18/24 83	2156 to 2173	160										
T—57 18/24 87	2174 to 2183	160										
T—57 18/24 88	2184 to 2186	160										
T—57 18/24 94	2001	160										
T—63 18/24 78	2187, 2190	145	2750					2130	795	505	2385	1520
T—63 20/26 112	2235 to 2273	180	3840	1030	555	1575	675	3080	1135	710	3505	2260
T—63 21/28 144	2301 to 2310	200	5020	1360	740	2020	865	3930				
T—63 22/28 160	2311 to 2342	200	5490	1490	815	2215	950	4315				
C—51 22/26 152	2502	180	5245					4110	1580	1025	4505	2810
C—51 20/28 164	2503	180	4045					3155	1165	730	3515	2135
C—57 22/30 187	2513 to 2599 and 2752 to 2830	200	5980	1660	920	2420	1070	4675				
C—57 22/30 184	2694 to 2751	200										
C—57 22/30 180	2624 to 2679	200										
C—57 22/30 178	2680 to 2693	200										
TW—54 22/26 147	2900 to 2913	180	5150					4105	1550	1010	4520	2765
TW—56 20/30 120	2925, 2928, 2930 and 2931	160	3840					3060	1140	740	3020	1990
TW—56 20/30 114	2926	160										
TW—56 20/30 122	2927, 2929	160										
TW—50 20-29/26 120	2932, 2940 and 2943	180	3360					2625	980	640	2610	1570
TW—50 20-36/26 118	2950 and 2951	170	3155					2560	945	610	2540	1525
TW—50 20/26 118	2946 to 2949 and 2952 to 2954	170	4080					3195	1240	830	3150	2075
TW—50 20/26 120	2933 to 2939, 2941, 2942, 2944	170										
MC—57 26-40/30 394	4000 to 4016	200		3815	2170	5460	2500					
MC—57 26-40/30 398	4017 to 4028	200										
MC—57 26-40/30 401s	4029 to 4043	200										
MC—57 26-40/30 395s	4044 to 4048	200										
MM—63 25-38/23 320	4200 to 4211	200		3185	1795	4660	2070					
MK—57 23¾/30 206s	3216 to 3235	200		1655	880	2470	1035					
MK—63 26/28 210	3236 to 3249	200		2110	1165	3110	1355					
Allowance for Empty and Underloaded Cars	Less than 40 M's		6	6	3	3	3	6	3	3	6	6
	40 to 50 M's		3	3	0	0	0	3	0	0	3	3
	More than 50 M's		0	0	0	0	0	0	0	0	0	0

TRAINMASTERS.

Name	Territory	Headquarters
A. E. BROWN	Woodland to Oroville Roseville to Gerber Davis to Tehama Fruto, Stirling City and Hamilton Branches	SACRAMENTO, CAL.
F. J. BERRY	Colfax to Sparks	TRUCKEE, CAL.
J. J. JORDAN	Colfax to Sacramento, inclusive Placerville and Walnut Grove Branches.	ROSEVILLE, CAL.
A. B. ALLEN	Assistant Train Master	SACRAMENTO, CAL.

O. T. STACKPOOLE............CHIEF TRAIN DISPATCHER

M. A. WALLACE........ASST. CHIEF TRAIN DISPATCHER

TRAIN DISPATCHERS — SACRAMENTO, CAL.

- D. A. NEELLEY
- C. N. JONES
- F. E. JONES
- L. GEIGER
- B. D. MULLINS
- F. E. SCOTT
- L. FINGLAND

MILEAGE.

MAIN LINES.

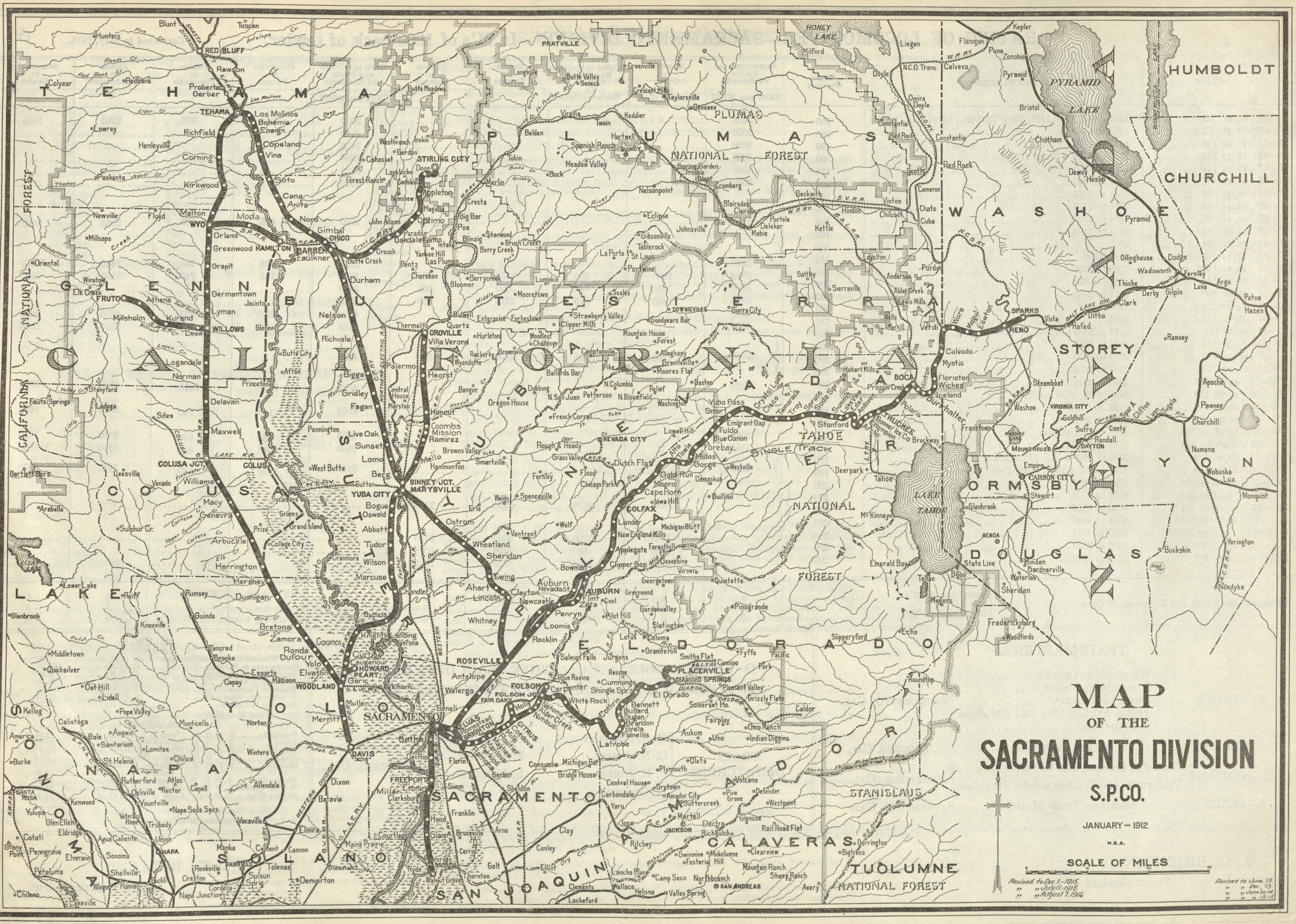
Line	Road	Miles	Total
End Western Division to Sacramento	S. P. R. R	.29	
Sacramento to Sparks	C. P. Ry	155.83	
Brighton to Sacramento	C. P. Ry	6.95	
Brighton to Elvas	C. P. Ry	3.58	
Davis to Tehama	S. P. R. R	110.40	
Woodland to Marysville	S. P. R. R	37.05	
Roseville to Gerber	C. P. Ry	107.02	
Total Main Line			421.12

BRANCHES.

Branch	Road	Line	Miles	Total
Fair Oaks	S. P. R. R.	Citrus to Fair Oaks	2.14	
Fruto	S. P. R. R.	Willows to Fruto	16.84	
Hamilton	S. P. R. R.	Wyo to Hamilton	11.21	
Howard	S. P. R. R.	Peart to Howard	1.88	
Oroville	S. P. R. R.	Marysville (Binney Jct.) to Oroville	25.26	
Placerville	S. P. R. R.	Sacramento to Placerville	61.26	
Walnut Grove	S. P. R. R.	Sacramento to Walnut Grove	24.30	
Stirling City	C. P. Ry.	Chico to Stirling City	30.30	
Total Branches				173.19
Total Sacramento Division				594.31

J. D. BRENNAN,
Superintendent.

J. T. BELL,
Asst. Superintendent.



MAP
OF THE
SACRAMENTO DIVISION
S.P.CO.

JANUARY – 1912

M.B.A.

SCALE OF MILES

Revised to Dec. 1.-1915.
" " July 11.-1916
" " August 7. 1916

Revised to June, '13.
" " Dec., '13.
" " June 30.-14.
" " " 15.-15.

0
10
20
30
CALIFORNIA
NEVADA
TEHAMA
GLENN
BUTTE
PLUMAS
SIERRA
COLUSA
SUTTER
YUBA
NEVADA
PLACER
EL DORADO
AMADOR
CALAVERAS
TUOLUMNE
SACRAMENTO
SAN JOAQUIN
YOLO
LAKE
NAPA
SONOMA
SOLANO
STANISLAUS
WASHOE
STOREY
ORMSBY
DOUGLAS
LYON
HUMBOLDT
CHURCHILL
PLUMAS NATIONAL FOREST
TAHOE NATIONAL FOREST
TUOLUMNE NATIONAL FOREST
CALIFORNIA NATIONAL FOREST
PYRAMID LAKE
HONEY LAKE
LAKE TAHOE
RED BLUFF
TEHAMA
WYO
HAMILTON
CHICO
BARBER
STIRLING CITY
FRUTO
WILLOWS
OROVILLE
COLUSA JCT.
COLUS
YUBA CITY
BINNEY JCT.
MARYSVILLE
WOODLAND
HOWARD
PEART
DAVIS
SACRAMENTO
ROSEVILLE
FOLSOM
FOLSOM JC.
AUBURN
COLFAX
NEVADA CITY
DOWNIEVILLE
TRUCKEE
BOCA
RENO
SPARKS
CARSON CITY
VIRGINIA CITY
DAYTON
PLACERVILLE
DIAMOND SPRINGS
JACKSON
SAN ANDREAS
FREEPORT
ELVAS
BRIGHTON
CITRUS
GENOA
QUINCY
PRATVILLE
SINGLE TRACK
SALT LAKE DIV.
SHASTA DIVISION
WESTERN DIVISION
S.P.R.R.
N.C.O. RY.
W.P. RY.
S.V.R.R.
N.E.R.R.
NORTHERN ELECTRIC RY.
C.P. RY.
V.&T. R.R.
N.W.P.R.R.
O.A.&E. RY.
Sacramento River
Feather River
Yuba River
Bear River
American River
Cosumnes River
Mokelumne River